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(Wheels)

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TECHNOLOGY INSERTION-ENGINEERING SERVICES PROCESS CHARACTERIZATION TASK ORDER NO. 1

BOOK 1 OF 3

DATABASE DOCUMENTATION BOOK

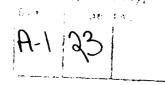
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(OVERVIEW LAYOUTS)

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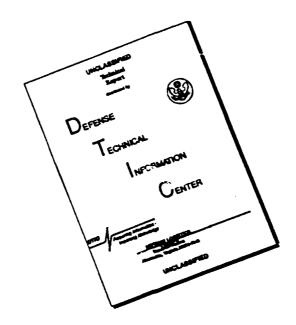
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1.0 <u>IDENTIFICATION OF RCC</u>

RCC MRNPGP has been identified by the SOW of Contract F33600-88-D-0567 for Process Characterization.

7.1 MANPGP ANALYSIS AND FOCUS STUDY RECOMMENDATIONS

7.1.1 <u>Description of Current Operation</u>

MANPGP is a Resource Control Center (RCC) under the MANP branch of the Industrial Products Division (MAN) at OO-ALC. MANPGP is located in Building 507.

MANPGP's function is to paint component parts of end items and assemble the component parts into the end item. MANPGP is broken into five subunits; paint, wheel assembly, brake assembly, C-5 landing gear assembly and all other landing gear assembly.

The paint subunit is responsible for the painting of component parts. The paint subunit has two different automated lines setup for painting. One line is responsible for painting wheels and brake housings. The other line is setup to paint landing gear components. A third paint area is setup to handle oversize parts that cannot be processed on one of the two automated line. One foreman and _____ mechanics support the paint subunit of MANPGP.

The wheel assembly subunit is responsible for the assembly of wheels. Wheels enter MANPGP as two painted wheel halves. The wheel halves are manually balanced on a wheel balancing machine. MANPGP wheel subunit has an electronic wheel balancing machine that is not presently being used. The rationale for not using the electronic wheel balancing machine is that every time the forklift passes by, the machine has to be recalibrated. After the wheel halves are balanced, the material inventory control personnel match the necessary hardware with the wheel halves to fabricate a wheel assembly. The mechanics assemble the two wheel halves and the hardware into an end item. The end item known as a wheel is inspected for completeness and for defects in the paint. The wheel is touched-up, painted, and stamped off complete by MANPGP. Depot supply personnel complete the necessary paperwork and packages the wheel for shipment. The wheel subunit is supported by one foreman and ______ mechanics.

TASK ORDER NO. 1 PROCESS CHARACTERIZATION

The brake assembly subunit is responsible for the assembly of brakes. Brakes enter MANPGP as various component parts. The brake housing is painted by the MANPGP paint subunit. The material inventory control personnel match the various brake components and hardware needed for a brake assembly. The mechanics assemble the brake components and hardware into an end item. The end item is known as a brake assembly. The brake assembly is inspected for completeness and for defects in the paint. The brake assembly is touched-up, painted, and stamped off completed by MANPGP. Depot supply personnel complete the necessary paperwork and package the brake assembly for shipment.

The landing gear assembly subunit is responsible for the assembly of landing gears. The material inventory control personnel match by the landing gear components and hardware. The mechanics assemble the components and hardware into an end item known as a landing gear assembly. The landing gear assembly is then tested per technical data requirements using a hydraulic test stand setup. After the landing gear assembly passes testing, then the landing gear assembly is sent to the MANPGP subunit for paint. Painting is accomplished on the automated line that is setup for painting landing gear. The landing gear subunit is supported by one foreman and ______ mechanics.

The C-5A landing gear assembly subunit is responsible for the disassembly and assembly of the main landing gear and nose landing gear. This subunit is unique in that it performs the disassembly of the main landing gear and nose landing gear whereas the disassembly of all other landing gears is performed by MANPGW. This subunit is specially equipped with disassembly/assembly fixtures for the C-5 main landing gear. The landing gear components that are disassembled are sent to MANPGW to be processed like all other landing gear components starting at the clean line. For landing gear components that are to be assembled, material inventory control matches up the components and hardware necessary for assembly. The mechanics assemble the components into an end item known as a landing gear assembly. The landing gear assembly is then tested per technical data requirement using a hydraulic test setup. After the landing gear assembly is checked

TASK ORDER NO. 1 PROCESS CHARACTERIZATION

for compliance to the technical data and stamped completed by MANPGP. Depot supply personnel complete the necessary paperwork and crate the landing gear assembly for shipment. The C-5 landing gear subunit is supported by one foreman and _____ mechanics.

MANPGP was designed and layed out to support each of its subunits. Each subunit is layed out to support an orderly flow sequence of assembling the end item. The two paint areas are automated using an overhead carriage system to move the parts through the paint cycle.

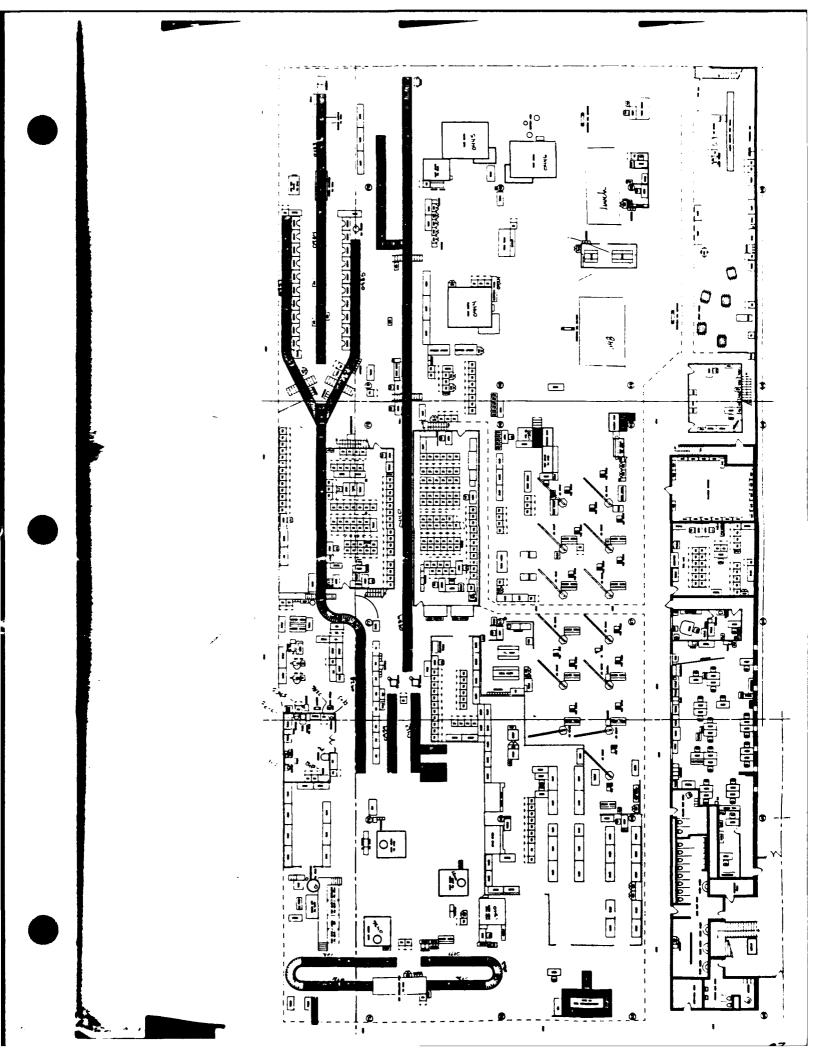
MANSV is the scheduling section that supports MANPGP. Scheduling negotiates the quantity of end items to be inducted each quarter with the different item managers. Scheduling ensures the component parts are made available to material inventory control for match up when needed in order for MANPGP to complete the number of end items required by the item manager. Scheduling accomplishes this task by issuing weekly "hot sheets" of what component parts are needed by a specific date by MANPGP to meet schedule.

MANE is the planning section that supports MANPGP. The planners ensure that the work control documents are current with the latest technical data. The planners plan the sequence of operations necessary to assemble an end item. The planners determine any special tooling that may be needed for the assembly of an end item.

The planners are the liaison between support engineering and production. The planners are in the process of updating the work control documents for the DMMIS project. The work control documents are up to date and accurately reflect the part flow through the repair cycle.

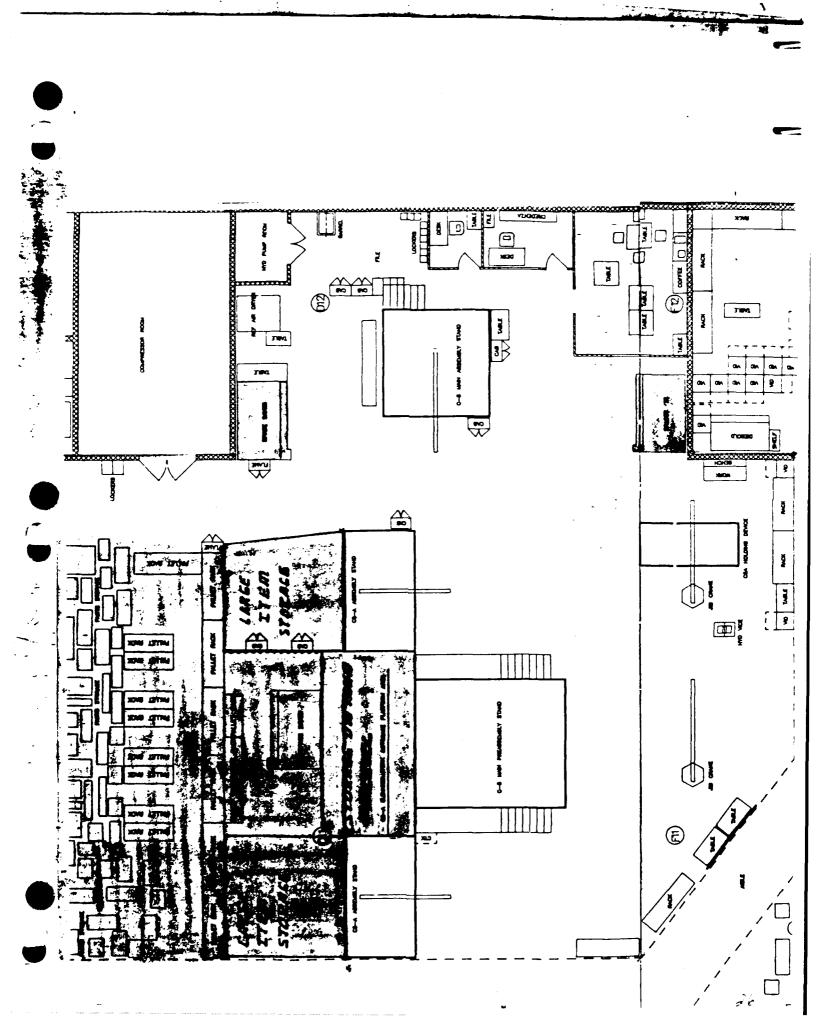
7.1.2 Statistical System Performance Measures

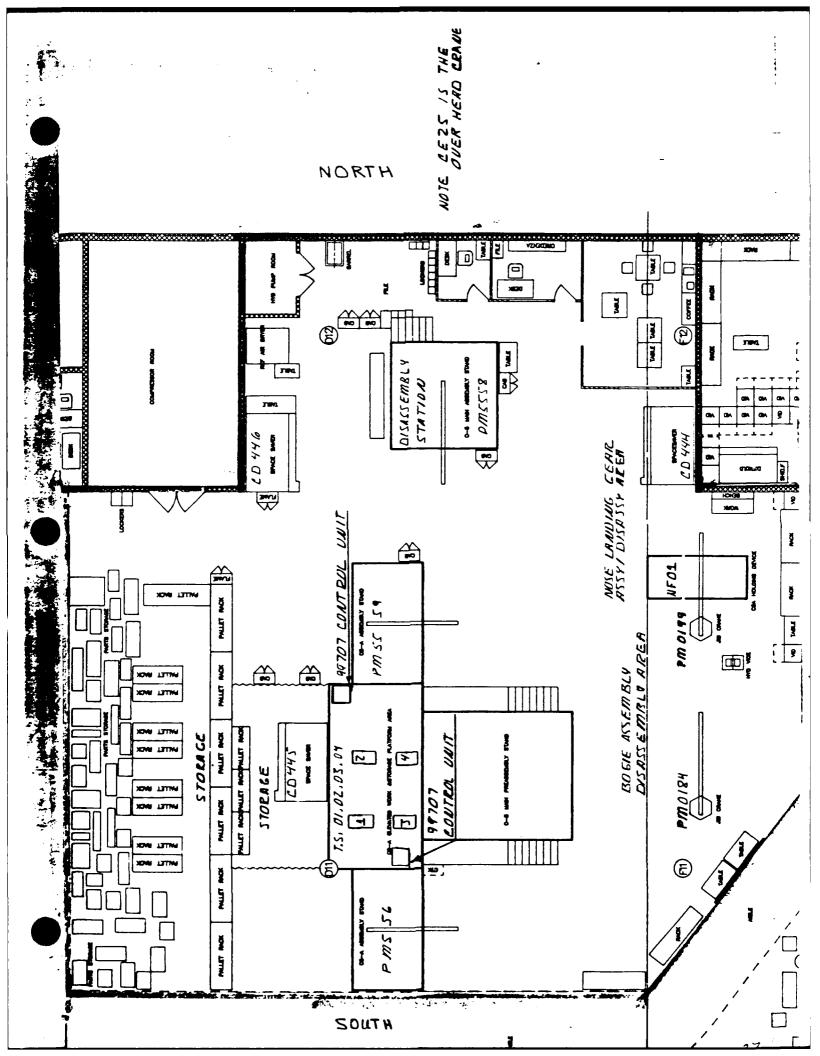
Statistical system performance measurement of a RCC is the output statistics generated from a database that is processed by UDOS 2.0 to establish a simulated baseline that emulates the As-Is environment of the RCC.



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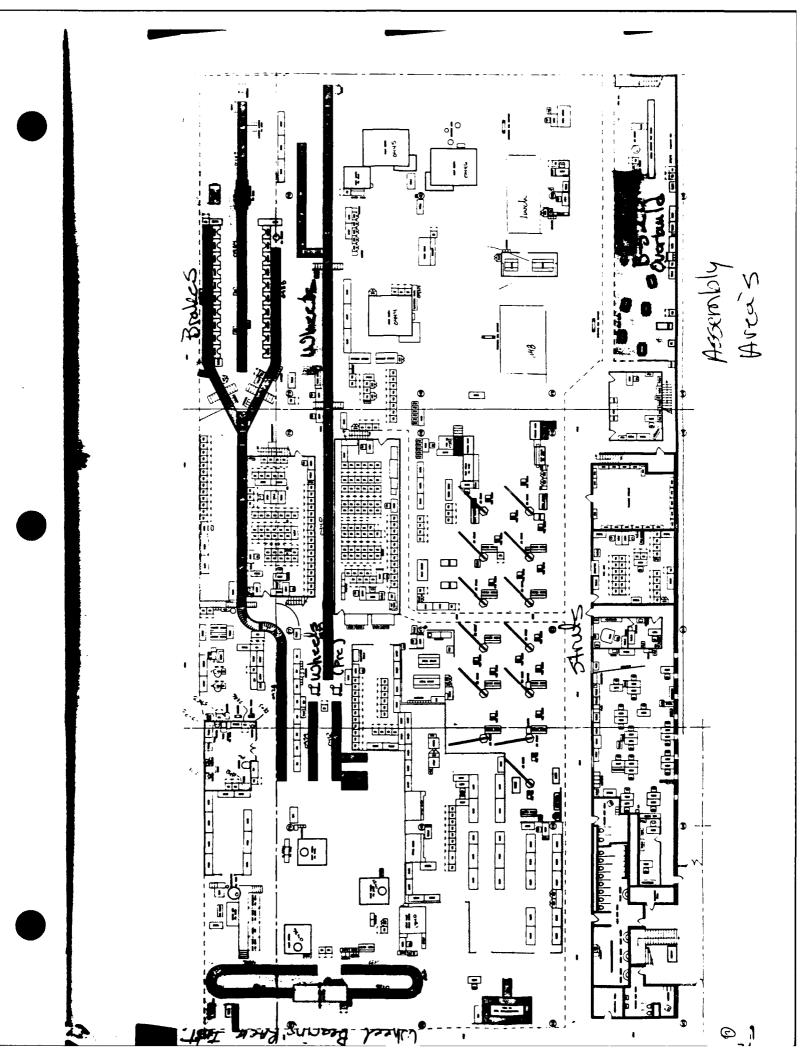
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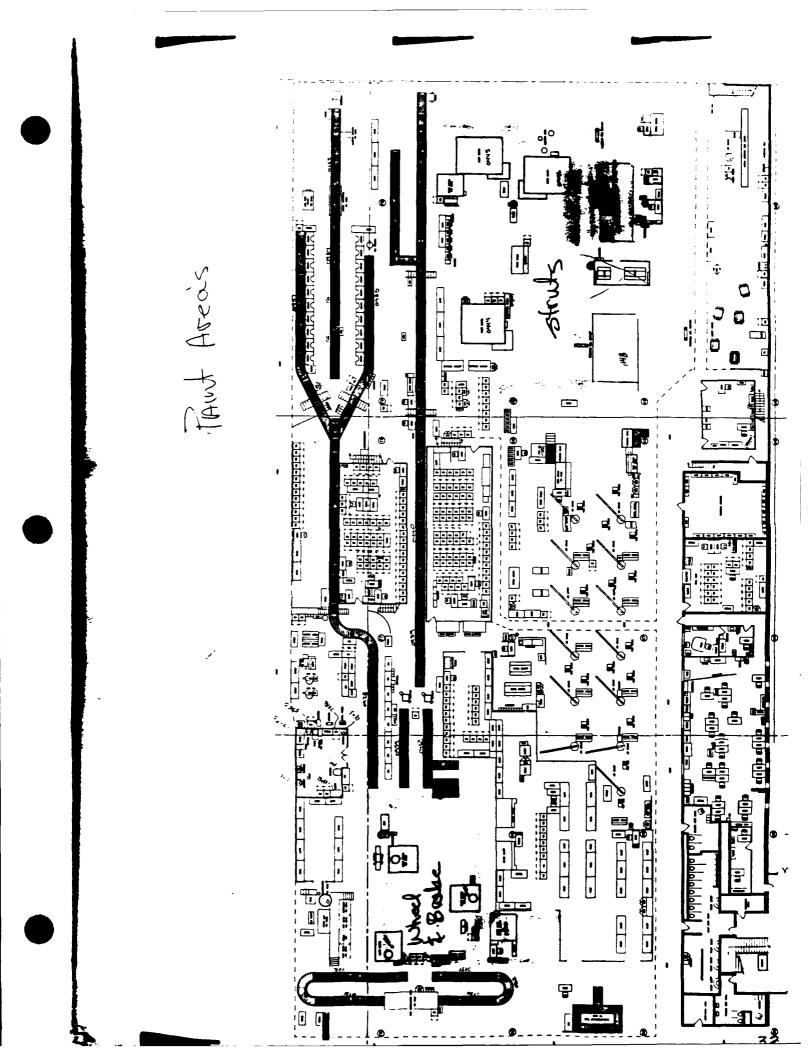
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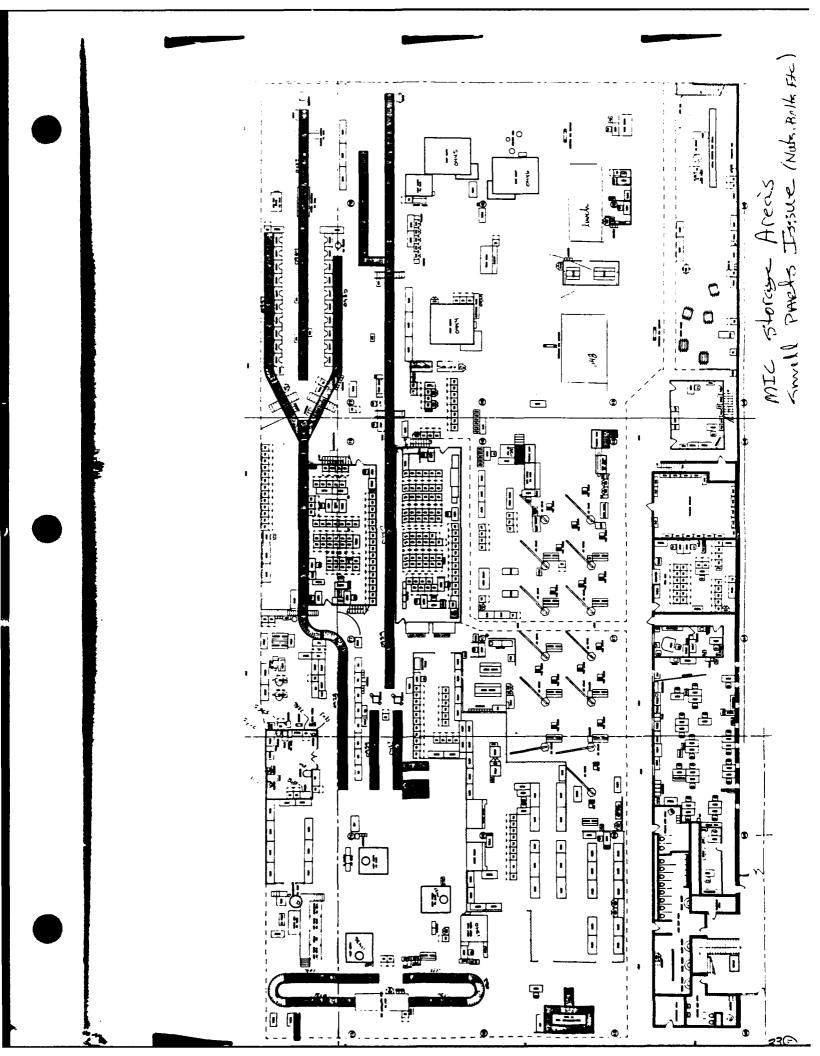
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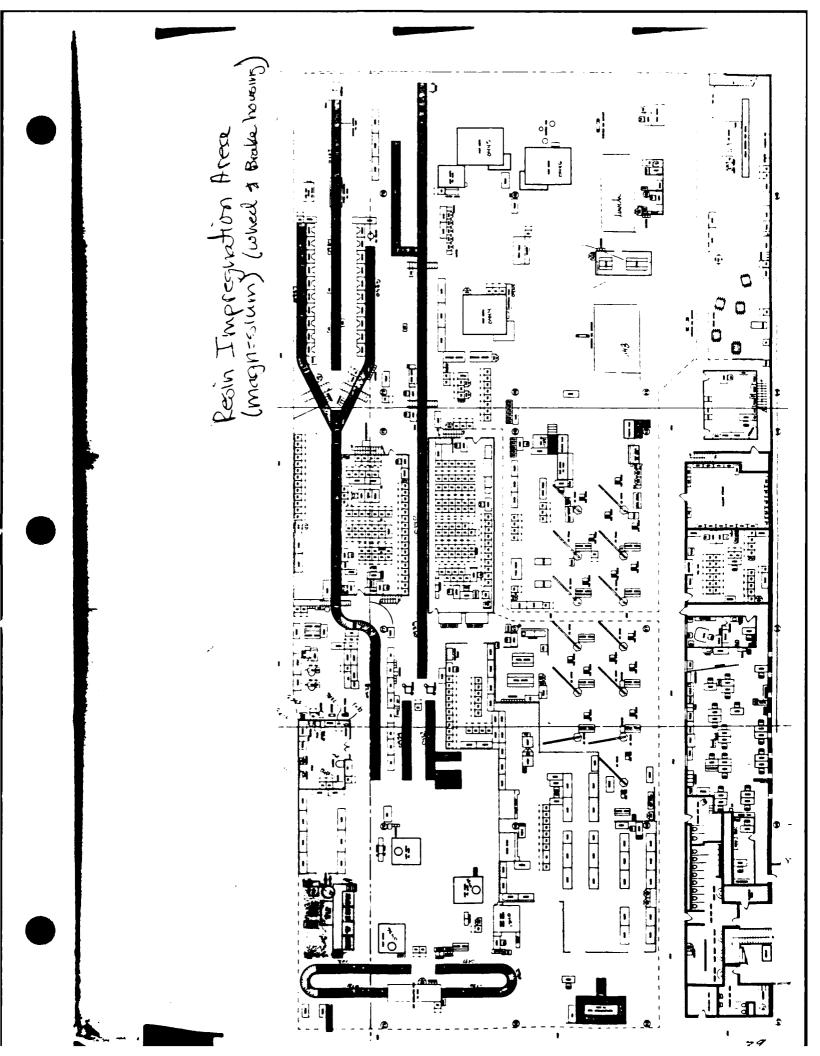
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CE#3 891130 Y 7000 ELECT P\$H BRIDGE WIRERO TROL SHAFT CE#5 891130 Y 7000 ELECT P£H BRIDGE WIRERO TROL BAD DOWER CE#5 891130 Y 5000 MANUAL D. ROUND MONO GRANTRY LINKCH ELECT MECH CE1 900228 Y 1000 MANUAL CYCLONE MONO L CHAI CE2 900228 Y 1000 MANUAL CYCLONE MONO L CHAI	CE#5 891130 Y 7000 ELECT PSH CE#6 891130 Y 7000 ELECT P&H CE#5 891130 N 2000 ELECT WRIGHTWAY CE#6 891133 Y 6000 MAMUAL D.ROUND	-	DELY PART LIBE
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	CES GODZZA Y SODO MANUAL COEFTNE		

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MAINTANCE FOR OUER HEAD CRANES.

		*	Demem 73209-13 2849th C	46		
L.LDING#	CES#	·	•		DATE	
MAKE	MODEL	S/N _	· · ·		LOCATION	
CAPACITY	TYPE		DRIVE_		STYLE	
EQUIPMENT		N/A	OK FA	ULTY :		
RAIL INTERLOCKS			c			
RAIL SPLICES					ليوالها التي منابعا	and the state of the state of the state of
RAIL SUPPORTS						
RAIL STOPS						
RAIL LIMIT SWITCHES						· · · · · · · · · · · · · · · · · · ·
TROLLEY TRAIN WHEELS			T			And the second second
TROLLEY TRACK BEARINGS			1			No or spill tage to the
TROLLEY WIRES & COLLECT	OR					
MAIN HOIST WIRE ROPE]	1		1	in many property and the
AUXILIARY HOIST WIRE RO)PE	· ·			A Company of the Comp	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1
CONTROL BUTTONS						
DENTIFICATION CONTROL	BUTTONS					
RNING DEVICE						1 - 4 - 3 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
IST HOOK SAFETY DEVICE		<u> </u>	1			* * * * * * * * * * * * * * * * * * *
"'XILLIARY HOIST HOOK SA	FETY DEVICE	├─ 	 			
ST LIMIT SWITCH-MAIN		 	 			
HOIST LIMIT SWITCH-AUXI	LIARY		 			Committee the state of the stat
HOIST SHEAVE WHEEL		 	 			
AUXILLIARY HOLST SHEAVE	(III)		 			
HOIST HOOK		 	 			
AUXILIARY HOIST HOOK			 			
CLEANLINESS		 	 -			
LUBRICATION			 			
GUARD RAILS		 -	 			
CAPACITY SIGNS	_ 		 -			
HAND SIGNAL SIGNS			 			
WARNING SIGNS						
FULL OPERATIONAL FUNCTION	NS .					· · · · · · · · · · · · · · · · · · ·
COMMENTS: NOTE ANY POTEN	TIAL HAZARDS OF	R MALFUN	CTIONS T	O SUPERV	ISOR IMMEDIATELY	IN WRITING.
				ein	vature	

ary	NSN	Nour-	Date Received	Expected Life.
1	3950 P879196F	4 Tom Bridge Crane	1977	Indefinite
3	1730-00-079-3092	Adapt Hoist	1975	• 1
1	3920-00-917-6481	Support Fixture	1975	ι.
2	1730-00-760-961	17 Kit Adapter	1975	,1
1	3920-00-855-86	20 Trailer Whse	1980	<i>I</i> 1
2	4920-00-039-70	093 Fixture	1975	Ц
2	4920-00-102 - 48	32 Fixture 455005	610 1980	10
I	4920-00 - 138 - 82.	57 Plug Test	1975	f ¢
1	4920-00-153-52	93 Holding Fixture	1979	1.1
2		90 Holding Fixtur	e 1980	l I
1	4940-00-490-	4613 Tank Pressure Feed	1.1980	11
1	6130-00-447-	7744 Power Supply	1975	11
1	4920-00-442-7	1113 Adapter	1980	11

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MADP SKILL CODE INDEX

SKILL CODE	TRANSLATION
1	AIR CONDITIONING
2	ELECTRICAL
3	MECHANIC
4	LUBE .
5	PLUMBING
6	CERTIFICATION
7	VIBRATION ANALYSIS
8	LASER LEVEL

Paves

Rimination of the second

Equipment

- A WHILE TALKING WITH CHETT FOREE OF MADPS.

 HE STATED THAT, EACH ORGANIZATION HAS TO

 REQUEST THATAPREVENTIVE MAINTENANCE SCHEOULE

 BE SET UP ON THEIR EQUIPMENT,
- 2- THE EQUIPMENT IN THE CS AREA. IS RELATIVE NEW
 - 3. The Equipment IS ID EXCELLENT COUDITION.

 IT SEEMS TO BE WELL MAINTAINED.
- 4 THE EQUIPMENT & SEEMS WERE TO WORK VERY WELL FOR THE EMPLOYEES. IN the C5 AREA IN THE EQUIPEMENT IS USRY LARGE. DUE TO THE SIZE OF THE PRODUCT. IT HAS BEEN SPECIALLY DESIGNED FORTHAT APPLICATION!
 - 5. THE ONLY PROBLEM THAT I COULD SEE WAS THE SOLVENT THINK WHICH THE USE FOR WASHING PARTS. THAT PROCESS SHOULD PROBABLY BE LOOK IN TO. I WOULD SUGGEST SITHER A DISSEMENT PARTS. WASHER. OR DIFFERENT PROCESS.
 - CRANE FORM. MEST. EDWARDS. DEMBM. IN BUILDING
 30. PHONE 73209.
 - 7 INFO FOR THE P.M. DATA WE got FROM DENNIS WILSON AND LARRY WATEON

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4	1	١	
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ANALYSIS REPORT OF TROUBLE CALLS FOR SPECIFIC PM NUMBERS

REQ. DATE COMP. DATE PROD. NO MP. NO SHOP MANHRS COST

PM.NO NOMENCLATURE

\$ 1187 STAID.

1/24/86 1/27/86 86010629

0 43E

9.0

COST PROBLEM

40.00 OVERHEAD HOIST SHORTING OUT

80.00 IN SWITCH

0.4

0 43E

12/30/86 12/31/86 86120799

HOIST ELECTRIC

HOIST ELECTRIC

110.00 BRAKE RESURFACE

5.5

0 43

3/25/87 3/26/87 87030859

11.5 230.00 11.5 230.00

005558

PAGE

		TROUBLE C	ANALYSIS F TROUBLE CALLS FOR	REPORT OF SPECIFIC PI	PORT OF PECIFIC PM NUMBERS		
DM. Md	NOMENCLATURE	REG. DATE	REG. DATE COMP. DATE P	ROD.NO	MP.NO SHOP MANHRS	MANHRS	į
1010	MOTOR JIB CRANE	9/24/85	9/24/85	85090745	Ø 43M	4. Ø.	80.00 JUMPED TRACK AND JUMPED STOP INTO ELECTRICAL LIN
	CRANE JIB	11/12/86	11/12/86 11/12/86	86110246	Ø 23	ю 9	60.00 MFG NEW CHAIN CAM
	CRANE JIB	12/11/87 12/10/87	12/10/87	87120369	Ø 43	89	160.00 DISASSEMBLE AND INSPECT
	CRANE JIB	2/ 4/88	2/ 4/88	88020157 P. 0 43N	P1 6 43H	4.0	80.00 JUMPED A STOP / OFF TRACK
	CRANE JIB	2/10/88	2/11/88	88020405	0 43	2.0	40.00 JUMPED STOP
	JIB CRANE 2 TON	1/19/89	1/19/89 1/19/89	89010547	2 kg 0 43M	4 0	80.00 CABLE THAT SUPPORTS ELECTRICAL CABLE BROKEN
	JIB CRANE 2 TON	2/13/89	2/13/89 2/15/89	89020403	V . Ø 43M	4 0.	80.00 SAFETY CABLE IS BROKEN

X mines a 1734y 20 Failurs

000184

29.0 580.00 29.0 580.00

4.0)***

m+ 1fC .

	NUMBERS
0 F	P. C.
REPORT (SPECIFIC
SIS	FOR
ANALYSIS	CALLS
	TROUBLE

PM. NO	NOMENCLATURE	i	REQ. DATE	REQ. DATE COMP. DATE	-	ρ.	MANHRS	
1000100	JIB CRANT	7.8 A	32 27/64 234 8/22/85	32 2/64 234 8/22/85 8/22/85	8508065	4 0 43	. O. B	60.00 CONTROLS PULLED OUT OF HOIST
	CRANE JIB	٦		5/ 1/87 5/ 1/87	87050029	0 43E	2.0	40.00 WIRE TO MOTOR HAS COME LOOSE
	CRANE JIB	419	8/ 7/87	8/ 7/87 8/11/87	87080219	0 43M	.	120.00 MAKILNG NOISE / BARELY MOVING UP AND DOWN
	CRANE JIB	223	8/11/87	223 8/11/87 8/11/87	87080299	0 23	0.5	10.00 MFG PLATE FOR CHAIN BUCKET
	CRANE JIB	347	12/15/87	347 12/15/87 12/14/87	87120486	0 43	6	160.00 DISASSEMBLE AND INSPECT
	CRANE JIB	581	5/19/88	1 3 9 5/10/88 5/10/88	88050608	0 43M	1.0	20.00 COVER FALLED OFF

000100

20.5 410.00 20.5 410.00 20.5 410.00

53

- Strut Assembly -

Equipment used in this area consist mainly of Jib crais, universal uses and worklenches. The equipment is adequate for the required Job.

- Strik test-

The hydroidic test equipment is side and stock).

This equipment is far from state of the ait and

Crisical terrelimentation of Automatic test Equipment (ATE)

might be deensive, but may also speed the

testing process and increase the number of inits

t-sted per time period.

- Brokes -

- Proclin -

For the most part reveting equipment is concret, older. There are reveting machines (spin or impact) and reveting presses. The reveting machines are old and authorized, but, they perform the inter-ed - unition. The viveting area is very labor none much a har be automated. It numeric control is mach a host form the mach a har not be does not sund not you will and needs additional development in terms of process and tasking.

I feel that with the proper development of , fatograted riveting equipment, 2 or 3 automosts proteing machines can replace 9 or 10 existing machines ther areas in the brake line are mostly manual habor and so not land themselves to mechanization or pursuation.

the brake test area could probably by automated. As of the time I have not investigated the testive procedure enough to determine now much time could be saved by Automating the test equipment.

- wheels-

wheel equipment consists an own used to head wheel haves in order to trotall wheel ... bearing races on a 2 wheel provances the course was very adequate and is acceptable. The whole polaries are of 2 varieties, static of I mame. The static basinesse is word are surpered the diverse in or is get used due of sensitively the present of pieces and Vibrationis.

The serialistic of the are used hand to so sometimely assembly.

- Paint-

Several of the paint booths are a value of on the verse of Leaking. The is a problem common to both to what and brake line and also me Strut paint line.

Equipment Profile

Equipment profile information was obtained by going to the Stor and recording equipment numbers and then requesting maintainence records for these machines. The maintainence records came in Z forms I. a handwriten hist of scheduled maintainence histing fraguency, Skill required per frequency, and Time per skill.

2. a computer printful of unacheduled maintainence habeted hadysis report of trouble calls for specific FM numbers."

This report not equipment the (PM*), Hame, Requested date, completed date, Production number, Mp 10., Shop, man his, cost, and Rodden.

- Scheduled maintainence The numbers for Snequency nother and MITK were
Srequency and downtime for preventative maintainence
were determined as Sollows

frequency: MAXIMUM # of occurances per year.

EXPMPLE: If maintainence is scheduled at 30,6090,180,365 days

The frequency would be 30 days because of is the has

the most occurances per year.

Down time: total time per year divided by MAXIMUM # occurance. Example: if manufamence is scheduled at 30,90,100 and 55 days and at 30 days it take the the following rate

Downtime = 30 = 2.5 hrs per occurances

- unscheduled Maintainence -

The numbers for MTBF and MTTR for worker's led mandamence were calculated as Sollows:

MTBF - the days between occurances were calculated using a Julian date calander and these numbers were averaged. If here was only It securance downtime occuranced for that piece of component MTBF was calculated by taking the difference between when record keeping was otherted (Feb. 1841) and the occurance, and between the occurance and Now (4/22/94) and averaging he numbers.

MITTE - Calculated by taking the total down time and deviding by the number of occurances.

In some cases, Included in the times and occurances to downtime are included in the times and occurances. In these cases these tems have been detect omitted from the calculations. Example: Manufacture into this time did not relate to downtime so was left out of the calculations.

The maintainence records for these thems are In the Egaipment Appendix.

Quelhead Convagor System

The axilead system in Bldg 507 consist of \$ Separate Systems. 3 lines service the chaning and NDI areas, I line services the plate chop, machine shop and strut assembly lines and 2 lines service the point area's (wheel and broke, strut)

Ane I services here found here B of the dearing area. This line generally cleans of the services the Steel Cleaning and NDI area's. There are approximately 50 arriers on this line. The number of of Carriers Latti pary due to the number that are being worked on by waintainence.

Line 243 services Lines CDEF and H of the Cleaning area. Lines Could D are point stripping, Line Eard F are anodize Strip, Line H is a special Handling line. There is also a Ziglo line. These 2 Lines (243) Contain perween 120 and 125 carriers. Line 2 and 3 are interconnected.

tive H services the Runs from E and I to the plake shop to the front of the Wachine shop to the struct assembly area. There is 50 to 54 carriers on this line.

HARE SELUICES the wheel and brake paint area. Here are 43 carriers currently on this line.

time 6 services the strub paint area there are approximately 45 carriers on this line. Small parts are hung from racks so that several parts may be attached to one

Wheels - equipment unidope unides/Arca
Equipment area Colis

0931 - oven leading conceyor

25(3)=75ft² =

0435 - Bearing Cup Installation oven

0435 - Bearing Cup Installation over $19(3) = 57 \text{ ft}^2$

0937 Ext Conveyor (to wheel & Wake point)
25 ft (3) 4t = 75ft2

0936, 0962, 0957 Form one conveyore from ext of over to wheel and brake paint loading total area = $63 + 42 + 75 = 180 - 52^2$

* Note:

conveyees 0936,0962 and 0937 are leted as PM 6936 on equipment profile sheet because their function as a single unit. Wheels - equip envelope unto/frien (cont)

0932 - Bruke / Part conveyor 34(3) = 102 ft 2

922 - overhead conveyore

H3 carriers

MAX Load 2 F-H3 per carrier

Observes 1 per carrier

10959 - Buherl balance conveyore
30(3)=90 St2

0963 - Wheel Balance conveyore

treat as one unit PM 0959

30(3)+3(3)(10) = 180 St2

total Aca = 180 + 90 = 270 St2 =

MACON 4 - Pre Assy Carryon / Work Bonch PMOB9 23(3) = 69 Ft²

0940 - Assy conveyor

96(3) = 288 ft2

WA000 2 - Assy Wakara 30(3) = 90 fez

Wheels (cont)

WA0003 - Shipping & fourtup area

115(3) = 345 ft?

PART Area Calculations

Treat Part area as a square even though parts

Magnesium wheel - KC135 Noon

0=20'' $\frac{20(20)}{144}=2.78$

2.8 42

Aluminum Large - B-52 main

 $6=32^{11}$ $(32)^{2}=7.1$

= 7.142

3

Aluminum medium 6-5 main

Ø=24°

(24)2 = 4.0

= 40 81

Alumnum Small - F-4 None

(10) = 7

= 17 ft2

* Aluminum small - F-4 to be used as I unit

Number of Envelope units/pART

Magnesium - te-135

$$\frac{2.8}{7} = 4$$

Alunium Large B-52

$$\frac{7.1}{.7} =$$

Aluminum Medium - C-5

Aluminum Ewall - F-4

Number of Envelope units/equipment (unit Area = .7 512)

PM 0931 - Ovan loading conveyor

PM 0435 - Bearing Cup Installation Oven

PM0936 - Oven Unloading Conveyor composed of 7m 036,0937 and 0962

whoels (cont)

5

7m0922 - Paint overhead Conveyor system

This area presents a problem. There are 43 carriers on this Line, Each carrier holds I put except in the case of F-4 wheels which holds 2 per carrier.

If the MAX envelope were 10 units (largest wheel) It would work except for the carrier does not hold 2 Kc-135 wheels (4 units each), or 10 F-4 wheels (1 unit ea.).

PM0595 - Wheel Bakace Conveyor

Combine 2 conveyors that Lead this area PM0983

Area = 270 ft 270 = 385

WBOODI - Static Wheel balancoe

the machine holds I part - regard/200 of size.

WBOODZ - Dynamic wheel Balancer

this machine is rarely ased but is at Lunctioning and available should demand require to

WA0004 - wheel Seel Installation of Mothup work Area. (PM0939)

Aria = 6982 69 = 98

PM 0940 - Assembly Area Conveyor

WACOR - Wheel Assembly Work Area.

WHOOO3 - wheel thipping and Touch up paint work

					ш	EQUIPME	*		PHOFILE			,	₩.	
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pracel	DIPTA	-		i		,				-		Holds 25 Febres
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FROM HANPS/HARTHA ONTZEN

DATE PREPARED: 21 APRIL 1989

TO: TECHNOLOGY INSERTION PROGRAM (KYLE KIRSHAM, THURMAN, CHUCK)

SUBJECT: AVERAGE NAMPONER ASSIGNMENTS FOR PREVIOUS 4 QUARTERS IN NAMPGP AND NAMPGH

SKILL CODE 1 AREA SI SHIFT 1	APR-JUN 88	14-5EP 88 +	OCT-DEC 89	JAN-MAR 89
JANPGP DI /HB STRUTS DAYS	16	11	23	16
MANPGP D1/HB STRUTS SWING	~	*	0	0
MANPGP YG BRAKES DAYS	13	16	16	17
MANPGP 3S PAINT DAYS	13	12	12	13
MANPEP YK C-5A DAYS	16	16	11	92
MANPGP YH WHEELS DAYS	=	9	6	10
MANPGP YH WHEELS SWING	6-	æ	0	0
MANPGW HB/KI DISASSEMBLY DAYS	91	71	23	17
MANPGW .(1 Cleanin Days	16	13	17	15
I MANPGW HB/KI IG DISASS/CLEAN E SWING	14	13	15	13
MANPGW DI LI,NICK/BUR DAYS	20	18	23	19
MANPGW HB/DI IR E&I,NICK/BURR SWING	01	14	19	51

*THERE WAS AN AVERAGE OF 12 EMPLOYEES LOANED INTO MANPGP AND MANPGN DURING THIS QUARTER--NOT SURE WHICH CREWS THEY WORKED ON.

ME ALSO HAVE I WS-8255-16 PNEUDRAULIC SYSTEMS MECHANIC GENERAL FOREMAN
1 WS-8255-14 PNEUDRUALIC SYSTEMS MECHANIC GENERAL FOREMAN
1 WS-3514-15 SWING SHIFT BENERAL MACHINIST FOREMAN FOR ALL OF MAN
3 GS-0802-09 ELECTRICAL ENGINEERING TECHNICIANS

1 GS-2005-05 SUFPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS) 2 GS-3502-03 CUSTODIAL WORKERS (NOT AUTHORIZED POSITIONS)

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

Desk Copy only

HQ, OGDEN AIR LOGISTICS CENTER
Directorate of Maintenance
Hill Air Force Base Utah 84056-5149

MA OPERATING INSTRUCTION 66-164

1 June 1987

Equipment Maintenance

SKILL CODES

This instruction establishes policies, procedures, and responsibilities for the control and assignment of skill codes within the Directorate of Maintenance (MA).

- 1. BACKGROUND. Skill codes established in this instruction identify various personnel skills available to accomplish current work loads.
- 2. GENERAL REQUIREMENTS:
- a. The first position of the skill code, as prescribed by AFLCR 66-55, will be used as the standard basic code for all ALCs.
- b. Exceptions to basic codes will be controlled at ALC level. For this reason, the attached skill code list may differ slightly from the one contained in AFLCR 66-55.
- 3. RESPONSIBILITIES:

OFFICIAL

a. Industrial Systems Engineering Branch (MAWS) will act as Office of Primary Responsibility (OPR) for the control and assignment of codes that are not contained in Attachment 1.

b. Engineering and Planning
Branch (MA_E) personnel will:

- (1) Use the attached skill code list to identify skill codes for applicable personnel.
- (2) Refer additional skill code requirements to MAWS for approval and control.

RICHARD A. BROWNING, Colonel, USAF Director of Maintenance

1 Attachment Skill Code Roster

Chief, Resources Mgt Div Directorate of Maintenance

SUMMARY OF CHANGES
This revision adds skills A4, JN, MR, SC, SN, and YH (Attachment 1); changes definition of skill YG (Attachment 1).

DISTRIBUTION: F; X: 2849 ABG/DAP...1

SKILL CODE ROSTER

AIRCRAFT SYSTEMS MECHANIC.

- AA. Aircraft Preparation, Painter, Cleaner E&I (Examination and Inventory)
- AB. ECO (Electrical Check Out)
- AC. Q-9 (Systems Checker)
- AD. Radar
- AE. Reclamation
- AF. Flight Test
- AG. Aircraft General
- AK. Fast Fighter Support
- AN. Preassembly
- AR. Associated Production Line
- AS. Sheet Metal
- AT. Fuel
- AW. Area Support
- Al. Fast Fighter Sub Kits
- A2. Preassembly Sta #99
- A3. Fast Fighter Sheet Metal
- A4. Aircraft Expeditor
- B. ENGINE MECHANIC.
 - BJ. Engine Minor Repair Component Inspector
- C. AIRCRAFT ELECTRICIAN.
 - CA. Electric Harness Fabricator
- D. PRODUCTION INSPECTION.
 - DA. X-ray Technician
 - DB. NDI Miscellaneous Components

- DC. Ultra Sonic/Eddy Current Inspector
- DD. Chemist
- DE. Quality Assurance Specialist (Physical Science)
- DF. Physical Science Technician
- DH. Draftsman
- DI. E & E Inspector
- Da. March ur
- DK. Metallurgist
- DL. Engineering Technician (Other Than Industrial)
- DM. Physicist
- DN. NDI Specialist-Aircraft
- DP. Mathematician
- DQ. Explosive Safety Specialist
- DR. Computer Programmer
- DS. Technical Reporter-Writer
- DT. NDI Specialist-Missiles
- DU. Statistical Clerk
- DV. Computer System Analyst
- DW. Parts Programmer
- E. ELECTRONICS TECHNICIAN.
 - EA. Radar Repairer
 - EB. Radio Repairer
 - ED. Fire Control Systems Analyst
 - EE. PME Fabricator
 - EF. PME Repairer-Calibrator
 - EG. Electrical Mechanical Equipment Repairer
 - EH. Navigation Systems Repairer
 - EJ. Missile Components Repairer

- EN. Optical Instrumentation Technician
- EQ. Photographer, Scientific and Technical
 - ER. Missile System
 - ET. Training Aids
 - Photographic, Laboratory
- F. FABRIC MECHANIC.
 - FA. Parachute Repairer and Packer
 - FB. Textile and Leather Worker
- G. GYRO TECHNICIAN.
- HYDRAULIC.

FILE From militarine foundation

- HB. Fluid Systems Component Repairer
- HC. Aircraft Hydraulic Component
- J. SHOP MACHINIST.
 - Listing Distribution (Pseudo Code) Jl
 - JA. General Machinist .
 - JB. Tool and Die Maker
 - JF. Tool and Die Fuel Cutting
 - JN. Machinist Support
- K. MACHINE OPERATOR.
 - KI. Blasting Machine Operator
- L. MISSILE SYSTEM ELECTRICIAN.
- M. MISSILE SYSTEMS MECHANIC.
 - MB. Cable-Testing and Repair
 - MC. Vibration-E
 - MQ. Missile System Mechanic
 - MR. Air Launch Cruise Missile (ALCM)
 - MT. Missile Transportation
- PNEUMATIC MECHANIC.

- P. AIRCRAFT PROPELLER MECHANIC.
- S. SHEET METAL MECHANIC.
 - SA. Aircraft Sheet Metal Parts Repairer
 - SB. Sheet Metal Worker
 - SC. Aileron and Rudder Repair
 - SF. Wing Surface Repairer
 - SL. Sheet Metal Shop Production Line
 - SM. Sheet Metal Manufacture
 - SN. Aircraft Door Repair
 - SO. Optical Alignment
 - SS. Aircraft Structural Repair
- T. INSTRUMENT MECHANIC.
 - TA. Mechanical Test Equipment Repairer
 - TE. Electromechanical Components Repairer
 - TO. Instrument Mechanic
 - TP. Photographic and Equipment Repair
 - TS. Optics
- U. PLATING WORKER.
 - UP. Plating (Overall)
- V. PLASTIC & RUBBER MECHANIC.
 - VB. Fiberglas Mfg and Repairer
 - VE. Rubber Equipment Repairer
 - VG. Gasket Maker
- W. WELDING and HEAT TREAT MECHANIC.

WF. FLM. SPRAY

WL. Welding and Heat Treating

WM. Welding-Consolidated
WDP - Cutting - PLASME AKC

- X. ARMAMENT MECHANIC.
 - XA. Ordnance Device Repairer
 - XB. Weapons Repairer
 - XC. Munition Mechanics
 - XE. Gun Mechanic
- Y. AIRCRAFT ACCESSORIES MECHANIC.
 - YA. Aircraft Electrical Accessory Repairer
 - YB. Battery Repairer
 - YE. Electrical Equipment Servicer
 - YF. Flectrical Accessory Repairer
 - YG. Brake Repairer
 - YH. Wheel Repairer
 - YJ. Hydrostatic Repairer
 - YK. Mechanical Components Repairer
- MISCELLANEOUS.
- 1. FLIGHT TEST.
 - 1A. Systems Check
- 2. WOODWORKING MECHANIC.
 - 2B. Cabinet Maker
 - 2C. Tool and Pattern Maker
- 3. PAINTING MECHANIC.
 - 3S. Spray Painter
- 4. INDUSTRIAL SHOP WORKER.
 - 4E. Tube Repairer or Tube Maker
 - 41. Industrial Shop Worker General (Helper)
 - 4M. Molder
 - 4N. Bearing Mechanic

- 4P. Instrument Bearing Mechanic
- 5. AGE EQUIPMENT MECHANIC.
 - 5A. Engineering Equipment Mechanic
 - 5B. Power Generator Equipment Mechanic
 - 5C. Power Ground Equipment
 - 5D. AGE Electrician
 - 5G. Power Support Systems
- 6. ENGINE ACCESSORY MECHANIC.

HMPRB 3 17575A XMPRB RECYCLE BRIND SPLINED TUBE JA 1.86 LABOR STANDARD OPERATION RESOURCE STANDARD AND METHOD ANALYSIS #5/89/89 A-E#468-MM1-DY-M45 PAGE #661 CSA M STR4611026-167A RCC HNPGP 451-93-3 84513 TECH S S W F PF A/R REV OPER --- DESCRIPTION -----> BASE TK #RAFASUPPORT OCC <--PFD STD SIR Α STEP D L K C DC ELEMENT FACT STORED SUPPLEMENTAL HOURS TIME HOURS DLY PCT C ASSY STRUT C-5A M.L.G. E N YK EA 5 J 89638 1.66 PERCENT ENGR .6 116.59 116.59 PART NUMBER/NSN YK **56 66** . **66** . 566 . 566 6661 4611**626**-167A 1629919954191 5615 4611**626-165**A 1626616654192 6626 6636 4611**626-16**1A 1626616654193 6646 4611**626-163**A 1629919954194 YK \$2 \$6 PREP YOKE FOR ASSY 6615 5.516 .666 5.510 6616 N 1.66 INST YOKE IN FIXTURE 5.51666 5.510 5.519 .606 YK #1 **\$626** INSTALL BALLSCRENS 5,51999 9919 N ASSY BALLSCREW BORE 5.516 YK 61 98 6625 1.00 YOKE TO PREASSY STAND 5.510 .000 5.519 6616 N 1.66 INST OUTER & ELEC INSERT 5.51*998* 5.510 6636 YK 91 99 INSTALL ALL UP TO HYD TUBING 5.519 .666 5.510 INSTALL NECESSARY PARTS 6616 N 5.51666 5.510 \$6335 YK 61 66 INST FLEX LINES/CHAIN COVER 5.519 .999 6916 N INST NEC PARTS 5.51666 5.510 6646 YK Ø1 INST ROT CYLS & ELECT 5.516 .666 5.519 5 INSTALL NECESSARY PARTS 5.51666 9818 N 5.51# 5.516 .666 **664**5 YK #1 TORQUE ALL ASSEMBLED PARTS 5.510 9919 N TORQUE ALL PARTS ASSEMBLED 5.51666 5.519 9958 YK Ø1 1.99 MOVE TO TEST STAND 5.519 .666 5.510 9919 N OK/CLOSE/ASSEMBLE 5.51606 5.510 5.519 .699 9655 YK #1 ASSY O.D PISTON/SPLINED TUBE 5.516 6616 N ASSY PISTON ASSY/SPLINED TUB 5.51**666** 5.510 YK 91 CHECK ALIGNMENT 5.519 .966 5.519 9619 N CHECK ALIGN MARKS & TABS 5.51666 5.519 9965 YK Ø1 GREASE & INSTL PISTON SUBASY 5.516 .666 5.510 INSTALL PISTON SUBASSY 9616 N 5.51666 5.510 YK 91 99 5.510 .000 9679 1.90 BUILD TOP END 5.518 6616 N ASSY TOP END 5.51666 5.510 YK #1 ## PRESSURIZE STRUT 9975 5.510 .000 5.516 PRESSURE TEST 5.51666 9919 N 8606 YK #1 ## CHECK FOR LEAKAGE 5.519 .666 5.519 LEAKAGE TEST 5.51666 5.519 9616 N 1.66 YK 61 66 5.510 .000 6685 CHECK ROTATION 5.510 CYCLE STRUT 6616 N 5.51**666** 5.510 YK Ø1 96 4404 CYCLE CROSSHIND SYSTEM 5.519 .999 5.510 6616 N CHECK CROSSWIND SYS LEAKAGE 1.44 5.51999 5.510 YK 51 56 5.519 .666 CHCK INT LCK SYS/BSCREW RIG 5.519 9915 N CHK LOCK/BALLSCREW/DOG STOPS 5.51*969* 5.510 6166 YK 91 99 INST F.T.H/I.F.B.S/R.P.A.1 5.519 .666 5.519 INST RET ARM/TRUNNION PIN 6616 N 5.51666 5.51 YK #1 #6 5.516 .900 6165 CLEAN/TOUCHUP PAINT 5.516 9515 N CLEAN/PAINT/DECAL 5.51966 6116 YK #1 #6 5.516 .906 INSPECT 5.519 5 5616 N CHK LINE WRAP PLUGS 5.51966 5.516 YK #1 25 .186 .645 #115 1.66 FINAL ACCEPTANCE OF W.C.D. .226 6616 N .12866 .165 GJP-FP-B5 1.66 . \$5255 6628 E FILL OUT FORM 424 & ATTACH . 665 .137 .634 .171 YK 01 1.66 FINAL VISUAL INSPECTION .12766 6616 N 1.66 FINAL VISUAL INSPECTION .158 RJP-PN-R1 1.86 REM RPL PAPRHRK SIGN OFF DOC .612 . \$1961 LABOR STANDARD HISTORY . 95 . 666 . 906

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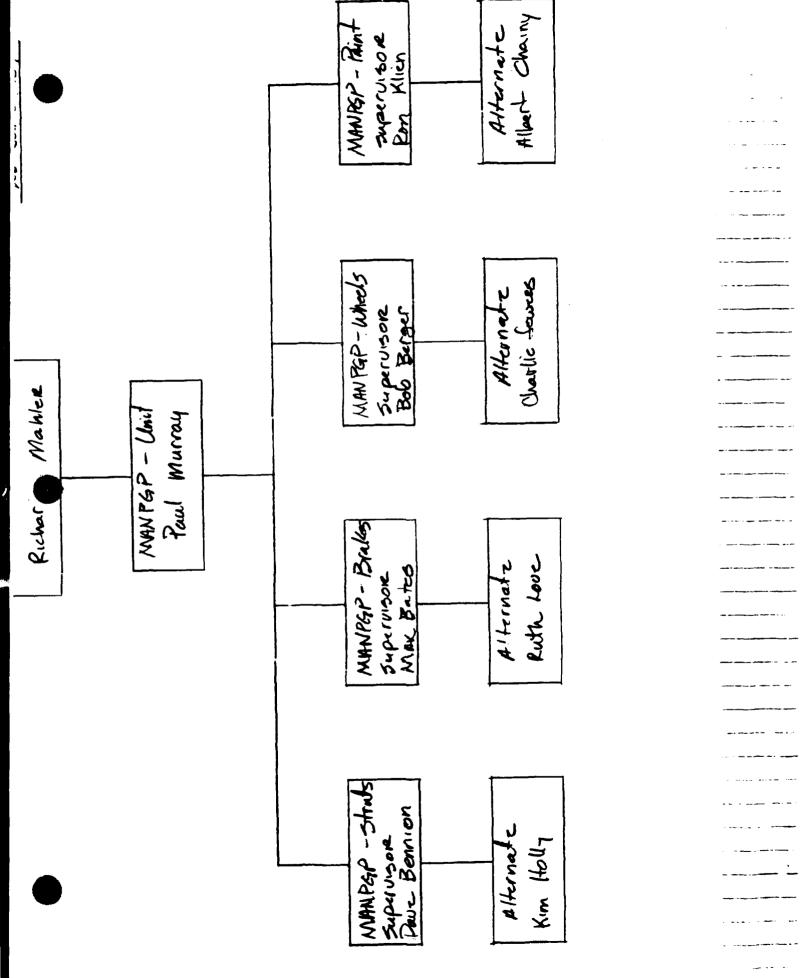
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SUBJECT: AVENUE MANPONER ASSIGNMENTS FOR PREVIOUS 4 QUARTERS IN MANPOP AND MANPOW TO: TECHNO --- INSERTION PROGRAM (KYLE KERSHAM, THURMAN, CHUCK)

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MANPGP YH WHEELS DAYS	4			
HANDER TANDER 35 - TANDER TO AN TANDER DAYS DAYS	१ ह्या अ	124/5 16	Ma/5 17	# 5/2 18
PANPEP Y6 BRAKES DAYS	S I	16	16	
PAZHB PAZHB STRUTS SHING	•	•	0	•
STRUTS DAYS	2	17	23	16
SKILL CODE AREA SHIFT	APR-JUN 86	JU-559 88 •	96 39C-130	JAN-MAR 89

\c

ETHERE WAS AN AVERAGE OF 12 EMPLIYEES LOANED INTO HANDOP AND HANDGH DURING THIS QUARTER—NOT SURE WHICH CREMS THEY WORKED ON.

MS-3514-15 SWING SHIFT GENERAL MACHINIST FOREMAN FOR ALL OF MAN 88-2005-05 SUPPLY CLERK (RESPONSIBLE FOR EQUIPMENT ACCOUNTS) 16-8255-14 PHELDRUALIC SYSTEMS MECHANIC GENERAL FOREMAN NE ALSO HAVE I NG-8255-16 PNELIDRALLIC SYSTEMS MECHANIC BENERAL FOREMAN 85-3502-03 CUSTODIAL MORKERS (NOT AUTHORIZED POSITIONS) 69-0802-09 ELECTRICAL ENGINEERING TECHNICIANS

TIME REQUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

1 43-2003-03 SUPPLY LLENK (NESPLINSIBLE FOR EQUIPMENT ACCOUNTS) 2 65-3502-03 CUSTODIAL MORKERS (NOT AUTHORIZED POSITIONS)

TIME REDUIRED TO PREPARE REPORT: 3 HRS

COPIES OF POSITION DESCRIPTIONS ALSO PROVIDED WITH THIS REPORT

Manpower Profile

Information on manpower profile was oldained from Martina Latren who is Dick Naylors personnel secretary. Dick Naylor is the personnel Manager. The report she supplied to me is in the Engineering motebook. Manpower Appendix

The report that's lists manpower for each Quarter (1xenous) grouped by skill code, Area and shift. This report to cook picks man PGP and Man PGW.

The Ekill code under strut area, Days and swing, is histed as DI/HB. The strut area no longer has DI skill code personnel in that area.

The manpower numbers for Manpap - 35-Paint-Days are also in error. It from talking to the people in painting area, I strained that they have run a second shift in the wheel and brake area for the past 3 years. 3 men work the swing on It, thus the number change.

In direct personnel (supervisors, technician, Etc) were not included in the mapower numbers.

the manpower available hours were Calculated from information recieved from shakon in MANE (accounting section). The naws were taken from month end reports and then averaged by Quarter. after Conversation with Genetians, It was decided to average the Quarters into I number for all Quarters of Introst. A fusting of these Numbers are included in the Engineering note book mangower appendix.

the listing show Hours in a manday by month end for 2 cases. The cases are without beave and including howe. The numbers used for the manpower available included heave.

Additional Mangower Information

In talking to bob Berger I discovered that the manpower has from Martha (Personnel) is in error. The numbers on the manpower profile am have been revised to reflect this. Kewsed organs are also shown in on the suport received from Martha contained in the appendix.

Soe RCC MANPGE HRS in Man-Day (from MAHE) without Leave with leave 3/88 6.83 6.06 QTR 4/88 6.15 7.05 5/88 5.30 6.57 6/88 5.47 6.51 7/88 4.20 5.43 8/88 5.84 6.86 9/88 6.54 5.53 10/88 5.54 4.56 11/88 6.00 7.39 12/88 6.09 4.80 1/89 5.66 4.49 6.75 2/89 5.46 3/89 5.95 6.69 By Quarter (pourage) 1 (4-6/88) (-7 with 5.64 6.71 2 (79/88) 6.28 5.31 5.19 3(10-12/88) 6.34 5.12 4 (1-3/89 6.37 5.30

5.31

6.43

Ave.

21

	OFILE
1	
	MANPOWEF,

HBOSS PNEUMECH MEMANI
--

REPAIR PROCESS TECHNOLOGIES

IN THE CS AREA ALL THE PROCESS OF THAT UTILIZE THE LARGE EQUIPMENT ARE AQUATE.

I HAUG DOTICED HOWEVER THAT THERE IS ROOM FOR
IMPROVEMENT, I HAVE WRITTEN UP MY SUGGESTIONS IN
THE QUICK FIX AND FOUCS STUDIES SECTIONS OF MY NOTE BOOK

- Strut Acey -

this area consists of manual assembly of struct components. Due to the usuely and lamplexity if the assembly process I do not pelific that this area would tend itself to automation.

- Brake Assy -

Most of this area consist of manual assembly. One area that is in need of improvement 15 the riveting area. This area is using old, but still sunctional, niveting equipment. The riveting equipment for machine. Riveting machines can be further broken four into 2 more types, impact and spin. All of these processes are interchangable and saire the same purpose lie to rivet or fasten two parts together). The current technology is 31c but adequate. In terms of state of the art, this area is in the store Age, However, In terms of Sunctionally, this area is able to solve for production requirements.

Recently, A numerical controlled orveling machine was installed in this area. The riseling machine is a step in the right direction, However, it needs a significant amount of development to make it a production enhancing too!

The Swelling for this tool, as designed, is difficult and authorite to rese. In order for this machine to be a restall tool the. Sixusing needs to be looked at. The machine itself is a improvement over the old method, however it too can stand Improximent.

The machine is equiped with one viveting head, a single axie slide, controller and rotary table. Future machines should be equiped with 2 meeting heads and a 2 axis cross slide.

The trasoning behind 2 heads and a 2 Axis dide 10 05 follows:

have 2 rows of rivers. An inner circle and an outer circle. Dual heads could livet the inner-and case circle simultaniously. Also, for from chements that have only one row of rivers, 2 heads could work on them together. Essentially, 2 heads increase the speed of the operation. The 2 axis slice is needed to position the plate/friction clement such that both heads can work on rivering. Fixed circles of different diameters may be positioned such that both heads can work may be positioned such that both heads can work on them.

Desending another End design of the numeric (introl riveting machine, I feel that 2 or 3 machines could replace most of the 9 Engling riveting prosses and machines. The Stearbully of the NC muchines would fend itself to smaller botch sizes so that the machine could work on parts that are needed to support the negotiated worklood and the weekly build schedule. (ie not wosting time on pasts tryl wort be used until some unknown sular later)

of manual assembly and does not lend to self will to Automation.

-Wheds-

this area is basically manual Hosp. One area of interest is the wheel balancing operation. Currently, they have 2 balancing machines. One is a static balancer, one is a dynamic (spin) balancer. The static balancer is used exclusively. The dynamic balancer was tried and was determined to be overly sensitive to environmental Conditions. (iz drafts educed from fans and ubration caused from Jorkists driving down the acoles.)

Balancing using the Static balancer is a quick operation and has produced acceptable parts.

Print -

This area uses, 2 part apply princh and 2 part polyurethane paint. They paint using airt guns. Each, point area has a waterfall type paint booth to "Capture the overspray and exhaust it to the overside. This appears to be adequate technology. I am not very familliar with painting technology Question: Could electrostatic painting be used to reduce overspray and becrease paint usage Duestion: is 2 part epoxy and polyurethane Applicable to electrostatic painting,

Facility LAyout.

A color coded facility layout 15 shown in the Sollowing pages.

- Aruts -

The layout of the struct area is good. A typical workarea konsist of a siborane, workbernen and universal ports vice. Here are 13 of these Stations in the Struct pay Area.

3 problems Exist in this area.

1. Parts crowding

2 work Areas with pedestonen austes thru them.

- 1. The mic loads parts onto carts to be worked by mechanics. The Carts stack up in the workers of a more to walk around.
- 2. A pedestriai aisle leads past 2 wirkareas.
 This trackic is distracting and potentially hazarch
- 3. Lientine could be brighter in the assembly area. Increased Lighting would help mechanics see defails that are sometimes deficult to see

- Brokes-

The Layout is adequate. PARTS flow 15 generally from North to south. This area is well thought out. Lighting could also be improved in the final assembly area.

- Wheels-

wheel slow is good. Parts Start of the posts and show to the south - similar to brakes. When the MIC loss not have parts to present halves the ports back up at wheel balance. Due to this stappage parts are or en stacked on pallets or wherever possible. Ideally parts should be readily available and this would not happen, But it does!

- Paint -

Item in terms of whoels and brakes. At best, they live as it currently stands, can aproduce 2 Jull lines per shift. Each line contains 43 carriers, therefore, A maximum of 43 wheels per shift can be produced. That also seem means that no brakes would be painted.

In teems of Layout, I think the existing layout mokes existent use of the space it occupies.

2 Street Paint -

I helieve this area occupies more space than it heads Gwan the current hayout or the factory. I would not change the strut point line unless the strut occumbing needed more space.

Gummary

I believe the facility is very well planned. Some area's are somewhat crowded while others have a surplus of room.

Leccomendationis:

1 consolidate al Micis into one storage area.

use/Impliment vertical storage rocks to utilize
The vertical space available. Andemate points

votricial process.

2. Improve Lighting in assertedly areas - sout wheel to broke. Improved Lighting to make it payser for McChanics to see small / The solails.

	PER	CENT OF	OTHER WORK (80/20 LISTING) RCCs	ORKLOAI	PERCENT OF OTHER WORKLOAD FOR RCC (80/20 LISTING) RCCs		
JOB TYPES	MANPGP	MANPGW	MANPNA	MANPRA	MANPRB	MANPRC	MANPWW
TEMPORARY	13.72	2.35	15.11	1.40	1.05	1.35	7.05
MANUFACTURE	0.00	0.00	0.92	0.00	4.51	2.74	12.50
PDM	1.00	0.00	22.79	0.04	0.07	4.39	22.44
ARMAMENT	0.00	0.23	1.26	0.04	0.03	4.18	2.38
HYDRAULICS	0.00	0.05	7.00	1:1	2.67	3.88	13.99

WORKLUAD

- 1 OUESTION WHAT IS THE LOORK LOAD MIX?

 ANSWER MISTER LOAD IS THE PRIMARY CONCERN OF

 THE CE AREA.
- A. NOTE THE POR AND MISTER ARE CONSIDERED THE SMINE FORCES
- B QUESTION WHAT PERCENT IS THE TEMPORARY WORK LOADS
- Z THE TYPES OF COMPONENTS REPRICED ARE:
 - A. LS MAIN LANDING GEARS
 - B CS BOGIES.
 - C CS NOSE LANDING CEAR
 - D KC 135 OLEO TRUMNION ASSEMBLY
 - E KL 135 DRAG STRUT ASSEMBLY
 - F MC 135 UPPER SIDE STRUT ASSEMBLY
- 3 QUESTION IS THE WORK LOAD STABLE?
 ANSWER. NO. THEY USE TO POSH REAL MARD AT THE
 END OF THE QUARTER. THEN TARRE WOULD BE
 SLOW PERIOD AT THE FIRST OF THE NEXT QUARTER.
 A. THE MANAGE ... BY CRISES.
 NOTE THE WORK LOAD NEEDS TO BE SCHEDULED EVENLY
 THROUGH OUT THE QUARTER.
- H QUESTION BOES YOUR WORK LOAD FLUETUATE?

 ANSWER YES. THE REASON IS THAT WE HAVE A PROBLEM
 GETTING THE PARTS BACK.
- S QUESTION WHAT IS THE AUMILABILITY OF ASSESTI. T

 ANSWER IT IS LOW. THE PROBLEM IS THAT THE PARTS

 ARE NOT GOME THROUGH THE SESTEM IN A

 TIMELY MINNER. (THE SEMEDULERS ARE NOT DOING

 THERE SOB CORRECTLY.)
 - NOTE. I FEEL THAT YOU HAVE A PROBLEM OF GETTING A CORRECT WORK LOAD I WORK FURCE COMBINATIONS.

YOU NEED TO BE ABLE TO HAVE YOUR EMPLOYEES WORK A STEADY

I WOULD SUGGEST WEEKLY GOALS FOR ALL DEPARTMENTS,
THIS WOULD ELIMATE THE END OF THE QUARTER RUSH.

5/2

What Troupings

to researching webs, I discovered 2 wheel types. (in used) they are www 15153N (FCN# 15592A, 15143A) and 15156N (PON# 2682A). In talking to Bels Beiger, whoels supervisor, he said there was no difference in labor required for each wheel. He also said that he worked more 1559 Pan 15592A more than the others. Therefore # I decided to select with 15153N (PON 15592A) for proling (is operation profile the differences between the wheels are related to wisese. One wheel is a be heavier unit with additional webs from the bearing bore to the outer surface.

Family #2 Aluminum large B-52 Main
was 16106A
PEN 69595A
Thus wheels are in the same familly of parts
Meaning that they are all interchargable. The
differences are small and relate to a claise
in material ally small comersimal charge, Etc.
The most common wasse is the 69595N (##
(wx) 16106N)

Based on the highest wase wed 16166N was chosen.

Talso discussed this with Bib Berger. He said labor intensity to the said and time is the same for all B-52 main wheels.

Family #4 Aliminum Fame was ollson Family #4 Aliminum Fame was ollson Family the C-SAlorse wheel two selected for produing. In researching small wheels I rearried the the C-5 Nose wheel is larger than the KC-135 Nose and other wheels. In order to use envelope size information, I necessitate smallest went size. Currently the floor is working a lot of F-43. I chose the F-4 Nase in place of the C-5 Nose. The C-5 Nose is 24"

In researching the F-H, I bearised & 2

WEDS SOF # The FH. WCD OILSON (PCN/6267A)

and, wed olight (PON 16266A). In talking

with book beizer, he mentioned the difference
between the 2 which is in the number

if the bolds used (10 versus 8), he also

Mentioned that the OILSON (10 bif) wheel

was used on the FIC and the F-H and

that it was the Most recent.

I thought that since it would have higher while it should be the wheel studied.

wheels - workload profite

shained report titled "** Negotiators work-sheet * '
rmp 69K' throw mappy 9K' workload in support of aust
AKC code '5' *** " from Jim Colvin. This report is
Contained in the workload appendix. This report lipts
Among other things) the completed number of among for
paot auditers.

In order to obtain the production by quarter, I Hoded the quarters productions for each pan for each family. The calculations are shown on the following pages.

I also astained some worksheeds total "workload scheduling". These worksheeds list all pous that the worksheeds on. I used this worksheet to columne what per related to what his worksheet to columne what per related to what Arcraft tupe.

Hircraft types used in these calculations were those types listed on The following page tetted "wheel groupings to be process characterized"

MATERIAL FLOW

- 1 MAESTION HOW DOES THE MATERIAL FLOW WITHIN I OUTSIDE YOUR RCC.
 - ANSWEL. IN THE TEATS DOWN MODE THE WILL MAKE SUIZE THAT
 THERE IN DOT ANY METAL PIECE TOUCHING ANY OTHER PIECE,
 IF THERE IS AND THE ROUMUL QUALITY CONTROL PERSON
 FINDS A UNIT WHERE METAL IS TOUCHING METAL THESPERSON
 WILL WRITE UP THE RCC FOR POOR MATERIAL HANDLING
- Z AFIER THE PART HAS REEN RECONDITIONED. IF THERE ARE TWO PARTS ON THE SAME CART THEY MUST BE PROTECTED FORM EACH OTHER WITH CARDBOARD. NETTWE OR SUME OTHER MATERIAL.
- 3 QUESTION WHAT KIND OF EQUIPMENT DO YOU HAVE?

 ANSWER Z PALLET JACKS TART ARE USED TO MOVE THE PALLETS

 TO DISASSEMBLY.
 - A. IN TALKING TO PAUL KERSHAW HE STATED THAT THE
 EQUIPMENT OPERATORS BRE NOT ADEQUATES TRAININED
 ON THE EQUIPMENT, WHEN THEY PURCHASE A NEW PIGLE OF
 EQUIPMENT IT WILL USUALLY NEED REPAIR WITHIN & MONTHS.
 - 8- THEY USE TO HAVE THE FORK LIFTS ASSIGNED TO THE DIFFERENT AREAS. APPROXIMATLY 3 YEARS AGO THEY TOOK THE CONTROL OF FORK LIFTS AWAY FROM THE RCC'S AWA PUF GRUE ALL THE CONTROL TO ONE GROUP.

C FORK LIFTS.

WE HAVE TWO FORK LIFTS ASSIGNED TO THE SOUTH GAD
OF THE BUILDING AND TWU MSSIGNED TO THE NORTH END OF
THE BUILDING. I'M THE CS AREA A STRUF WEIGHTS ABOUT
LOOD LAS IN THE CRAFE. WHEN WE WE'CD ONE MOVED IT
CAN TAKE A LONG TIME TO GET A LIFT OVER TO THE AREA
TO MOVE THE PART.

THE FORK LIFTS ARE UNDER PSO: PRODUCTION SUPPORT

- Material Handling -

- Strut Assay -

Material is moved from the MIC to the mechanics workburch by Capt the Carts are approximate. H'wide by 61 long. Parts for the strut are placed on the Cart and then wheeled to the mechanics such for assembly. Heavy parts are listed and the universal vises sine the Dib cross of each workarea.

- Braises -

Brake parts are brought into be area or raileds. From there, parts are loaded onto the overhead conveyor for painting, Roller conveyer for movement down the line or loaded onto carts for transfort into the riveting area. Parts are kitted in the min area and travel to the assembly area on the voller conveyor.

- wheels -

wheels are transported from the storage area to
the bearing open on pallets moved by Lorekt.
From the pallets the wheels travel into and out of the own by
powered Roller Conveyor.

Thetes are moved thru the paint line by the overhead conveyore system.

Apriler conjugar and from the paint line to wheel balonce by roller conjugar and from the balancer to the assy too Roller conveyor by a chain noist or by hand injurious or the week of the wheel

The pasts then go to shipping so on the same roller conseque.

- Part -

Parts are moved by ourhead conveyor on both point lines. The overhead con eyer has a local is leading and unloading.

- struk test -

Struts are wheeled to the lest area on laits. The strutes are loaded into the test stands by hand (if the parts are light) or by overhead. Crane.

STORAGE

- 1. THE STORAGE AREA IS LOCATED WITH IN THE CONFINES

 OF THE CS AREA. THEY ALSO HAVE 3 SPACE SAVER UNITS

 IN THE CS AREA.
- Z. THE LAY OUT OF THE STORAGE AREAS IN SHOWN ON A DEAWING
 ON THE FOLLOWING PAGE. THERE IS A WORK AREA OVER PART OF
 THE MIC.
- 3 THERE IS STORAGE TO THE EAST OF THE ASSEMBLY STANDS
 THIS IS WHERE THEY STORE LARGE ITEMS LIKE ROGIE BEAMS.
 INNER CYLINDER AND OUTER CYLINDERS. E.CT.
- H THEY ARE GOING TO EXTEND THE STORAGE AREA 10 FEET TO

 THE EAST, HOW EVER THES REALLY NEED TO GO ZO FEET.

 THEY ALSO HAVE Z STANDS THEY MALE GOING TO PUT IN THIS

 AREA.

- street Amy -

There is No Jornal storage over for WIP. The MIC area holds parts for assembly and is a storage area. This area consists of a spacesister parts bin and several vertical otorage racks. The vacks are large knowsh and story enough to voke some of the inner and outer cylinders. With the proper planning and scheduling, this area would not need to stock the number of parts that it now does.

when structurate one issued, they are just on cois. these carte occupy a large amount of space, in and amount of space, in and amount the struct Assembly area. Some Kits are complete and others are waiting for missing items. I tell that Kits should not leave the MIC Area unless they are 100% complete.

when Mechanics begin work on a strut, they which the Cart (with all paids) the thier work area. It a part is tound to be missing or detective, the eart is pashed off to the side until the a replacement just can be sound. At times, the area is very ward with casts.

- Stut test-

Strut are other wanters to be tested or are wanting, for Painting.

- wheels -

An aven (epprox 30'x30') 15 used as wheels staging. Wheels are stored here until needed for assembly. The Average number of wheels stored in this area is approx 200 wheel halves. The wheels are stacked on pallets. This is the Doply designated storage area wheels are olso stored, at the end of the paint line. They are stored here because they were posted. And then it was discovered that they were missing puts then started without a complete sets of parts.

- Brakes -

Brake pasets are stored in a 15x30 Holding area, the pasts held here are pasts that have been thru Hosning-and painting, but are Not being built at that time timentary Robers and stators are also stacked near the end of the paint line. In my opinion, these pasts should not have been brought into the building until they are to be worked. There are also 10-15 Raiks Holding Brake I husings and other mise parts.

I went over to the brake line and asked about the above mentioned parts. Hey said a lot of the parts were from brake assemblies that had one or two of the components condomed. Since the parts are stocked as an assembly, the remaining parts cannot be scheened to supply because there is no stock numbers for the individual parts. So, they hold them until they can find lorder parts to complete

the assembly.

- Gumman -

-Strut Asmy -

Very limited storage space. However, this is an assembly area and Not a storage area. Parts should not be stored Here.

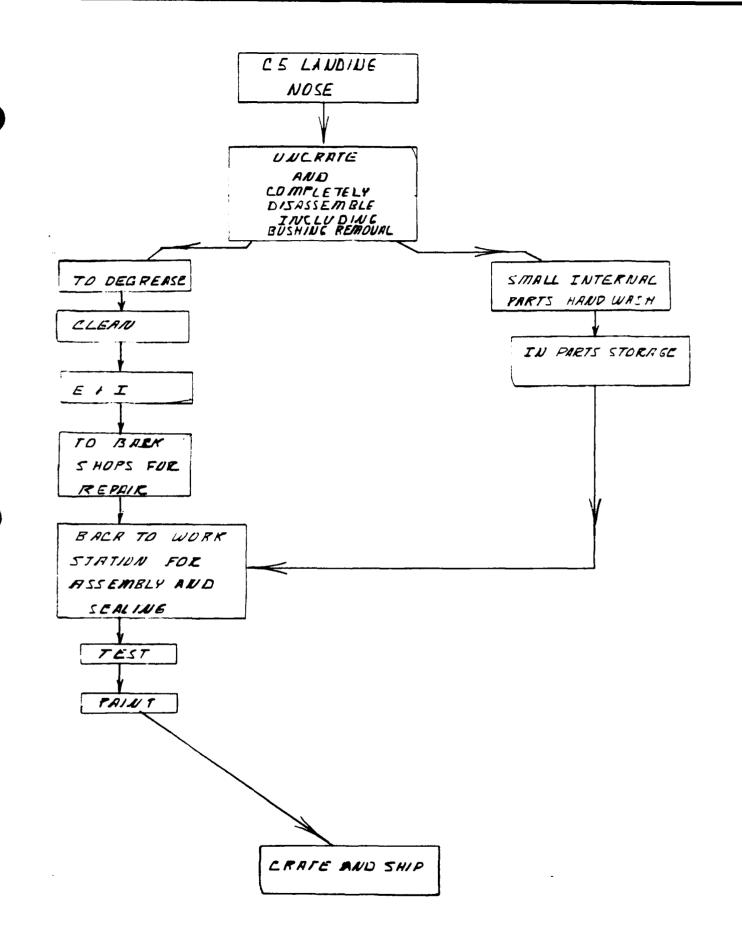
- wheels-

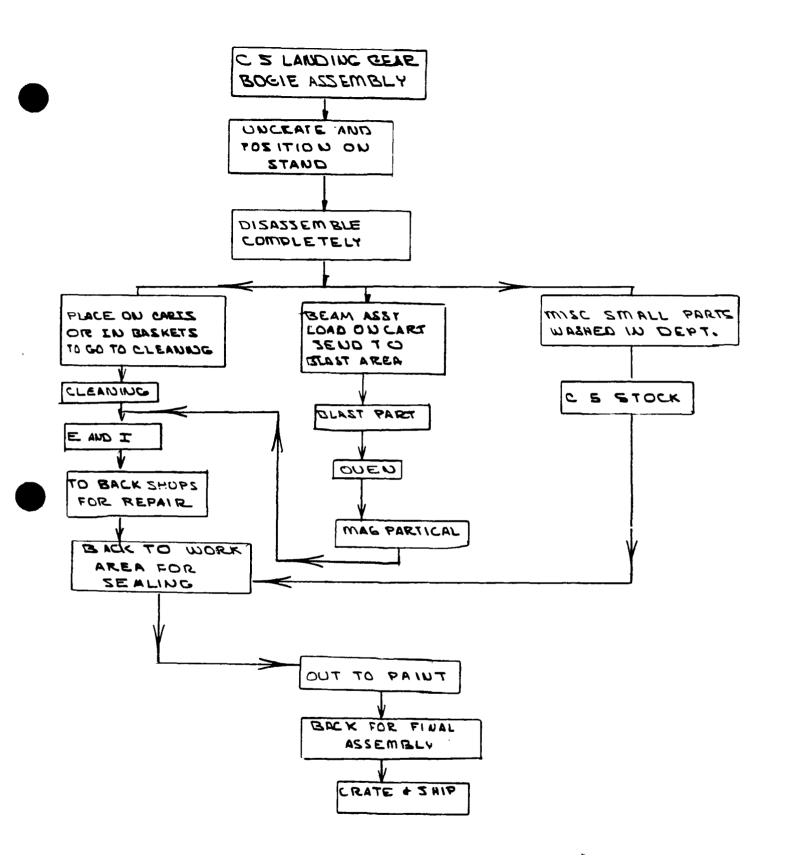
Storage "Infront" of the Line is good. Once whoels start down the Line, they should Not be stopped.

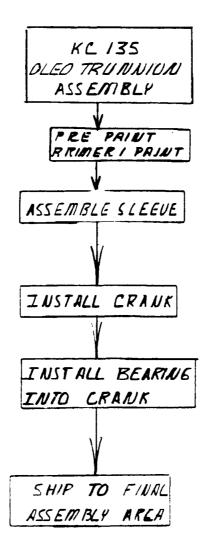
- Eviles lots of usable parts an shelves. Useable pants but not complete assemblies.

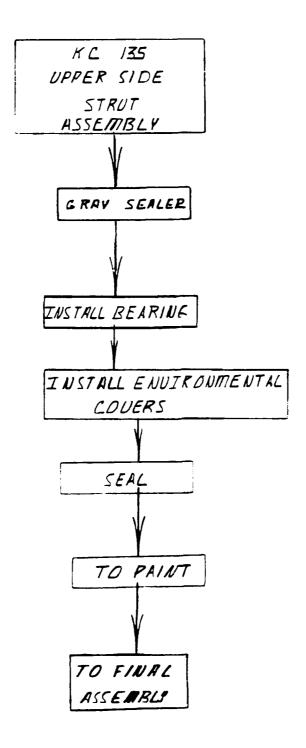
- Paint.

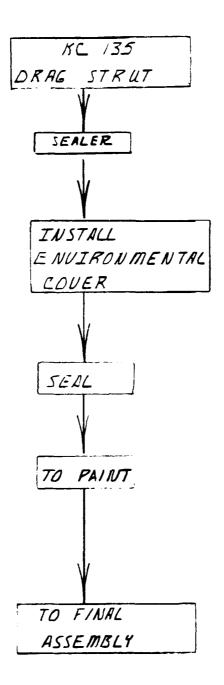
Strut paint has excess koom. He paint areas so Not need storage space because the parts are painted and dried on the weither consumon

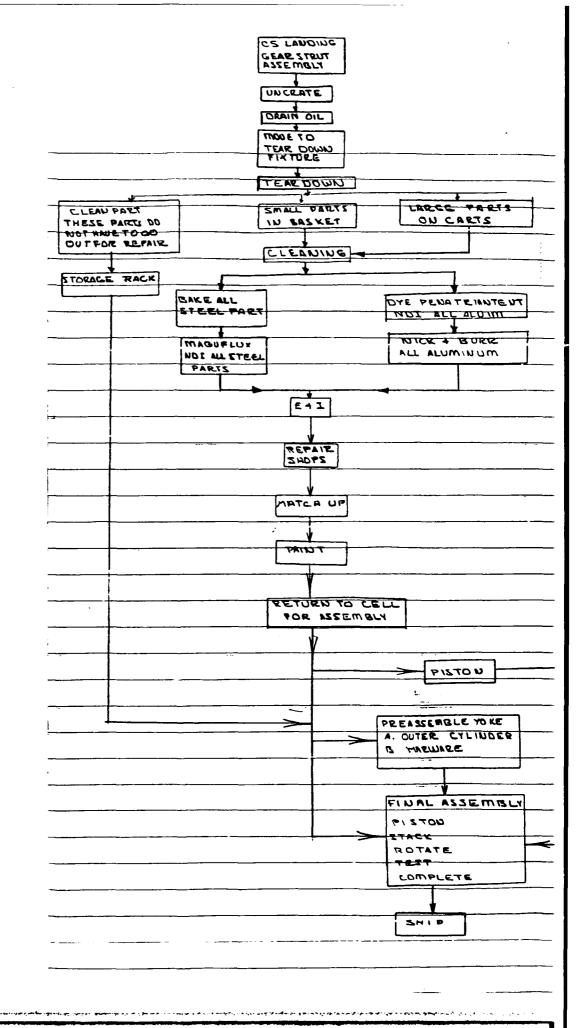






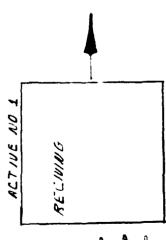


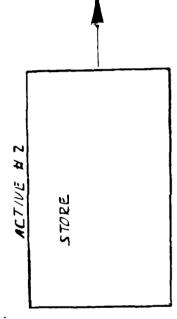


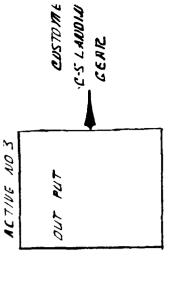


ACTIVE FLOW CHART PROCESS NAME CONTROL OF SERVICARIE ITEMS

PLATIBE
PLATIBE
PLATIBE
PLATIBE
PLATIBE
PLATIBE
PLATIBE
PLATIBE
SHIFT
PRUBINE SHOF
GRUDUKE SHOF







SUB ACTIVITES

CONTROLLED ENTRANCE DOOR SECURED STORY

CHECK PRPER WORK

VISUAL INSPECT

REMOVE FROM WIP

DATA STORED

ZURUT MATO SUS STORE

SECURED STORKEE PICK LIST PULLED BY CONTROL KIT STOKAGE BIN IDENTIFIED BY CONTROLER DATA STORED IN COMPITOR

KIT ISSUED BY CONTROLER

CONTROLLED EXIT DOOR

SUB ACTIVITES

THE FOLLOWING JOBS I REWROTE TO REFLECT WAST THE OPERATORS WAS REALLY DOING.

THE PRESENT WEEK WOOD DO NOT REALLY REFLECT WHATIS

NLG STRUT DISASSY

- 5 REMOVE STRUT FROM SHIPPING CRATE AND PLACE IN
- 10 REMOVE AND DEFINELE ASLE NUTS: AXLE SPACER, AXLE SPACE
- IS REMOVE RETRILT ARM ATTACH BOLTS, REMOVE AND DISASSEMBLE RETRAIT ARMS, REMOVE DUST LOVER FROM TRUNNIONS
- TOBE INSIDE OUTER CYLINDER, UNSCREW PRIKWE NUT FROM
 OUTER CYLINDER, UNSCREW PRIKWE NUT FROM
- 25 REMOVE AND DISASSEMBLE SPACER ASS Y REMOVE STEERING LCLUAR ASSY REMOVE THE FIBER LINED BUSHING FROM THE COLLAR I.D.
- 30 PETROLE TRUNDION PINS FROM DUTER LYLINDER REMOVE

 CUTER CYL, FROM STANDS AND PLACE IN A "V" CART

 PETROVE TRUNDION BUSHINES.
- 35 REMOVE ORIFICE SUPPORT TUBE FROM PISTON EXLE ASSA DISASSEMBLE .O.D. AND I.D. OF PISTON AKLE REMOVE AND DISASSEMBLE HICH PRESSURE PISTON
- DISASSEMBLE UP LOCK ROLLER ASSY, REMOVE FIRER LINGO BUSHINGS AND WIRE TO PISTON AXLE IF NOTDAMAGED, PLACE ALL SMALL PARTS IN CLEANING BESKETS SER STEEL FROM ALWA
- 41 CLEAN PARTS BY HAND WASH AND VISUALLY INSPECT ALL
 COMPONENTS BEING STORED FOR REUSE AND
 SERVICEARIUTY BEFORE STORING
- FINAL ICCEPTANCE OF WORK CONTENT DOCUMENT. FOR COMPLETHESS
- SO FINAL VISUAL PRODUCT INTRECTION

	BOCIE BEATT ASSY
<i>5</i> ر	FRE-ASSEMBLY CLEAR INSURE THAT ALL GREASE FRSSAGES ON CENTER BERM ARE ABLE TO TAKE CREASE
20	LEAN EXCESS PRITT FROM FWD AKLE SC AYLE SLIDES FRESLY INTO POSITIONS ON LENTER BEAM, BUILD UP FRONT AXLES
21	INSTRUCT BRANE COLLAR, PITCH COLLAR SAFTEY STOP FITTING SRFTY STOP AND PITCH STOP
ZZ	REAM BOLT HOLES AND CLEAN FLANCES
25	INSTALL. APPLY GRAPHITE TO BOLTS A RPPLY SEALER
3 0	ATTACH AFT AYLES BOTH SIDES
3 5	CHECK GUDEEON AN TO ASSURE GREASE FITTING MIDIFICATION HAS BEEN ACCOMPLISHED. CHECK CUDGEON ATTACH BUSHINGS FOR PROPER ALIGNMENT OF GREASE ZERKS
40	ETTACH GUDGEON PIN TO LENTER BEAM. CONNECT COMPENSDE
45	BUILD UP TRACK ROLLER BRACKET AND LOCK BOLLER FITTING INSURE THAT SPACED PINGS AZE ATTACHED BEFORE CRATING
50	TORQUE ALL BOLTS PER SPEC
<i>5</i> 5	TOUCH UP PRINT AND MAYE DECAL
60	FINAL ACCEPTANCE FOR ALL PAPER WORK
65	SET BOGIE IN CRATE

BOGIE BEAM DISASSEMBLY

- 5 REMOVE BEAM FROM SHIPPING CRRIE AND
 PLACE IN DISESSEMBLY STAND
- 10 REMOUE AXLE SPACERS BRAKE LOLLAR, ROLLE PITCH
 COLLAR, SAFETY STOP FITTING, AND SAFETY STOP
 FROM FUD AYLE, ATTACH WORK CONTROL DOCUMENTS
 RND ROUTE
- 15 REMOVE COMPENSATOR LINK, ATTACH BOLTS AND LINK, REMOVE
 GUDEECH PIN ASSY FROM CENTER REAM, ATTACH WORK CONTROL
 DOLUMENT AND ROUTE.
- 20 REMOVE ALL ATTACHING HARDWARE AND FITTINGS. REMOVE BRACKETS

 AND CLIPS FROM FWD AYLE. REMOVE FWD AYLE ATTACH WORK

 CONTROL DOCUMENTS AND ROUTE.
- ZS REMOUE AFT AXLE ATTACH BOLT, WASHERS AND NUTS. REMOUE AFT AXLES AND ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 20 LIFT BOGIE CENTER REAM FROM BOGIE STAND RAISE TO THE UERTICAL POSITION TO REMOVE ALL LOOSE MATERIAL FROM INTERIOR ATTACH WORK CONTROL DOCUMENT AND ROUTE
- DISASSEMBLE TRACT BOLLER BRACKET AND LOCK ROLLER
 FITTING, REMOVE ALL PINS AND BUSHINGS, ATTACH WORK
 LONTROL DOCUMENTS AND ROUTE
- OUT FOR MIC AND DISCARD THE BAD PARTS

STRUT ASSY

- 15 PLREE VOME UPSIDE DOWN IN YOKE FIXTURE AND INSTALL
 "C" RING AND THRUST WASHEE ENVIRONMENTAL
- ZO INSTALL BALL SCREWS IN SPROCKETS. PLACE THRUST REARINGS
 RADIAL BEARING AND RETAINERS INTO THE BALLSCREW BORE
 ALONG WITH COMPLETE BALL SCREW SPROCKET ASSY

NOTE MUST SET FOR 24 HRS

CS MAIN LANDING CEAR PCEASSEMBLY

- 25 PLACE YOKE ASSY IN PREASSY STAND AND INSTALL OUTER CYL.

 AND ELECT INSERT ACCORDING TO PROPER CONFIGURATION
- 30A BUILD UP POSITIONING COLLAR WITH BERCKETS LOCK CYLINDERS: FITTING & HYDERKULILS LINES.
- 308 INSTALL CENTER LENSOR, TARGET & BRACKETS, SEAL THRUST WASHER, INSTALL PLUGS SEAL INSERT, SEAL SENSOR BRACKET
- BULKHERD BRECKETS & FITTINGS. INSTALL
- JOD INSTALL BRAKE LINES AND CROSSWIND TUBING
- 30E BUILD UP ROTATION MANIFOLD WITH ALL THE FITTINGS. BUILD UP CROSSWIND MANIFOLD WITH ALL FITTINGS. INSTALL MANIFOLDS BUILD UP ALL LINES OF FRONT OF GEAR
- INSTALL CROSSWIND CYLINDERS. ANTI ROTATION BOLTS
 AND APEX SHAFT, INSTALL LINEAR SHUT OFF VALUES. FITTINGS
 AND HYDRAULIC TUBING, FLEX LINE
- INSTALL CHAIN DEIVE, CHAINS AND SET CHAIN TENSION

 CREASE GEARS, OIL CHAIN AND INSTALL CHAIN COVER AND BRACKETS.

 BUILD UP KNEELING SYSTEM WITH GEAR BOX HYDRAULIE MOTOR

 BRAKE AND FITTINGS AND INSTALL ON LANDING GEARS.

 BUILD UP KNEELING AND UNKNEELING SYSTEM HYDRULIC

 DRIVE LINES AND INSTALL ON GEAR
- HARWARE, FITTINGS AND FLEX HYDRAULIC LINES
- COMPLETELY INSTALL ELECTRICAL HARDESS ASSY, INCLUDES

 CRIMPING TERMINALS. CONCECTING TERMINALS, INSTALLING

 SWITCHES, ROUTING CONDUITS AND DO PRE-ASSEMBLY TESTING
- UALLE TRBLE ON PRIE 9-4 IN T.O. 451-93-3

MAIL LAIDING GEAR FINAL ASSEMBLY

SO MOVE STIRUT INTO TEST STAND AND SELVEE IT. CLEAR I.D.

OF OUTER CYLINDER TO REMOVE ANY AND ALL FOREIGN

MRTERIAL OK TO ASSEMBLE OF CLOSE

ASSEMBLE ALL ITEMS REQUIRED TO BUILD UP THE O. D. OF THE 55 \$60 PISTON SUB ASSY CINNER CYL.) INSTALL SPLIED TUBE ASSY.

INSURE THAT ALL ALIGNING MARKS ON ALL ITEMS ARE PROPERLY ALIGNED. INSURE THAT ALL TABS ARE LOCKED PROPERLY

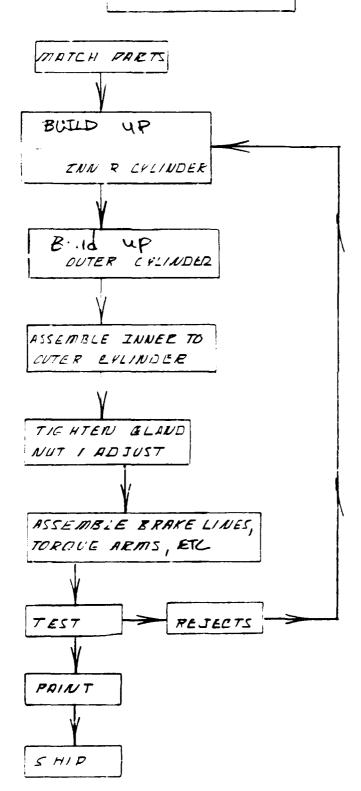
- EREASE I.D. OF OUTER AND UPPER AND LOWER BEARINGS AND INSTALL PISTON SUBASSY IN OUTER LYLINDER AND LOCK IN PLACE
- INSTRUCT ALL ITEMS USED TO BUILD UP THE TOP END. FILL UPPER CHAMBER WITH 13+1- GRES OF HYD FLUID. STROKE STRUT TO REMOVE TRAPPED RIR.
- CHARGE STRUT WITH ZSOO + 1 P.S. I IN. LOWER CHAMBER AND 475 + 1 IN. UPPER CHAMBER ALL PRESSURE TO STRBILIZE APPROX 30, MIN.
- VSING A TOTALIZING VESSEL AT LOWER CHAMBER ALLOWABLE LEAKAGE IS 100 CC IN 1 HOUR WITH APRESSURE GRUGE.

 THERE SHALL BE NO LOSS I CAIN FROM UPPER CHAMBER FOR 1. HOUR.
- 25 CYCLE CROSSWIND LYLINDERS 25 TIMES AT 3000 P.S.I AND
 CHECK ALL HYDRAULIC LINET AND TURES THERE SHALL BE
 IND LEARAGE AT ANY LONNECTION
- QUESTRUT ZE TIMES AT 300 P.S.I. TO CHARGE ALL HYDRAULIC LINES AND CYLINDERS. PERFORM LOW PRESSURE ROTATION TEST AND RECORD PRESSURES

INSTRUCE FLUID TRANSFER HOUSING IM FLIGHT RRAFE SYSTEM ROLL PIN RSSY, SIDE BRRUES, RETRACT ARM A TRUNNIUM PIN INSTRUCT AND WIRE CANNON PLUGS. REMOVE UNIT FROM STATE CLEAN OFF ALL EXLESS, GREASE, DIL AND DIRT FORM ENTIR STRUT, DECAL AND TOUCH UP PRINT AS REQUIRED INSPECT STRUT ALL OVER FUE RURRING AND CHRINE 44D.
CLEAN OFF ALL EXLESS, GREASE, DIL AND DIRT FORM ENTIR TRUT, DECAL AND TOUCH UP PRINT AS REQUIRED
TRUT. DECAL AND TOUCH UP PRIMIT AS REQUIRED
NSPECT STRUT ALL OVER FIE RURBING AND CHREINE 44D.
INES. WRAP AND PROTECT ELECTRICAL LANNON PLUCS

FINAL PRODUCT VISUAL INSPECTION AND PLACE IN BOX

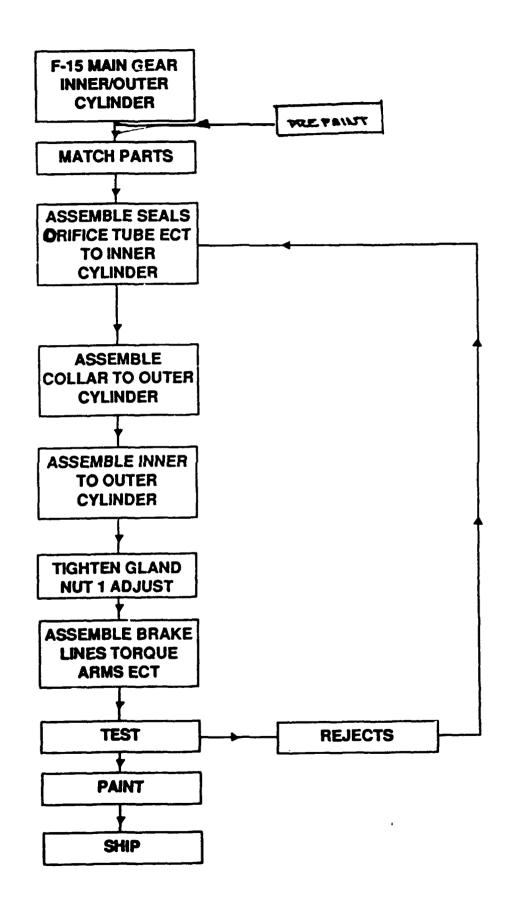
Assembly



That Assembly Process Slaw chart

Pre-Paint Match - up Inver Cylinder Baild ap Outer affinder Assemble Inner to outer aylander Assemble Brake lines, Torque ARMS, Etc TEST - Rejects Paint (sec strut paint How) Ship

5/1 * Revised that flow chart.
(was F-15 main gear Inner/owler aplinder)

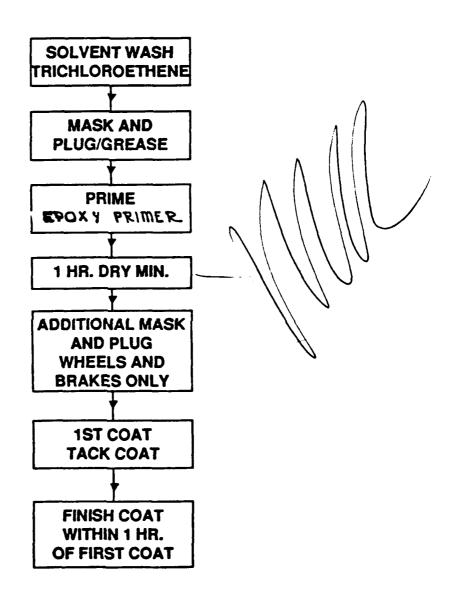


Paint Process flow chart

solvent wash Trichloroethane MASK plug / tape/Grease Prime Evoxy Primal 1 HR Dry Min. Additional mosk wheels and brakes 1st Coat Finish Coat Within 1 Hr of 1st Coat

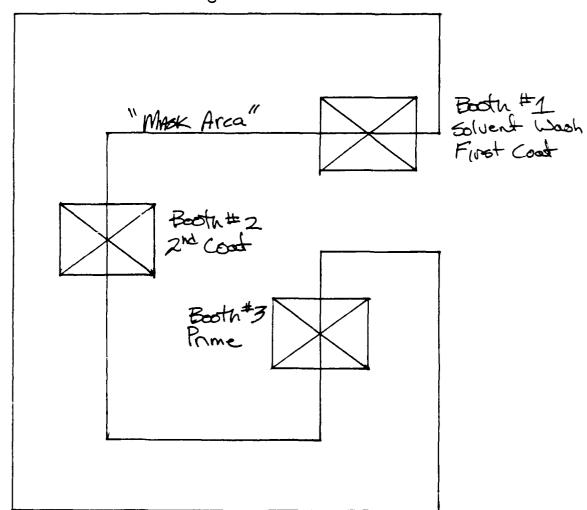
* Revised flow chart
was: Paint Process flow chart.

PAINT PROCESS FLOW CHART



Wheel and Brake Paint Product Flow

"Loading Area"



"Unloading Area"

Sequence of Events

1. load Paets - 43 corriers on line

2. Solvent Clean in Booth #1

3. Mark Area's to be protected
H. Prime in Booth # 3
5. Apply 1st Coat in Booth # 1
6. Apply Sunch Coat in Booth # 2

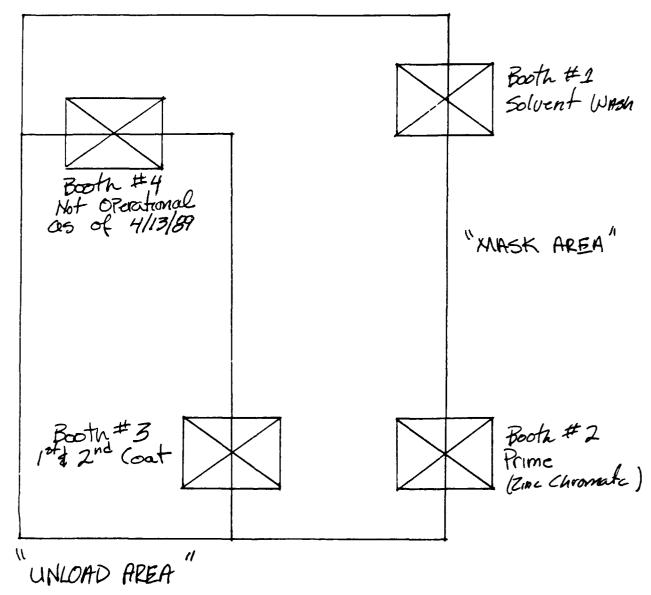
P. Unload PARTS

Notes:

LARGE Parts - 1 per carrier Small Parts - 2 per carrier Complex (partial) parts painted on tables.

Street Paint product Flow

" LOADING AREA"



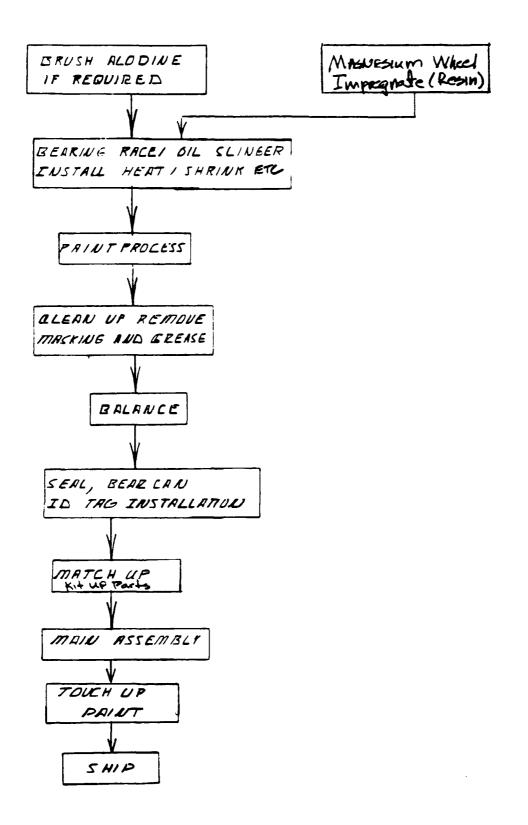
Sequence of Events

1. LOAD Struts

2. Clean in Booth #1

3. Mark area's to be protected
H. Apply 1st and 2nd (post in Boots # 3
(2nd coast to be applied in Boots # 4 when operational.)
5. Unload Struts

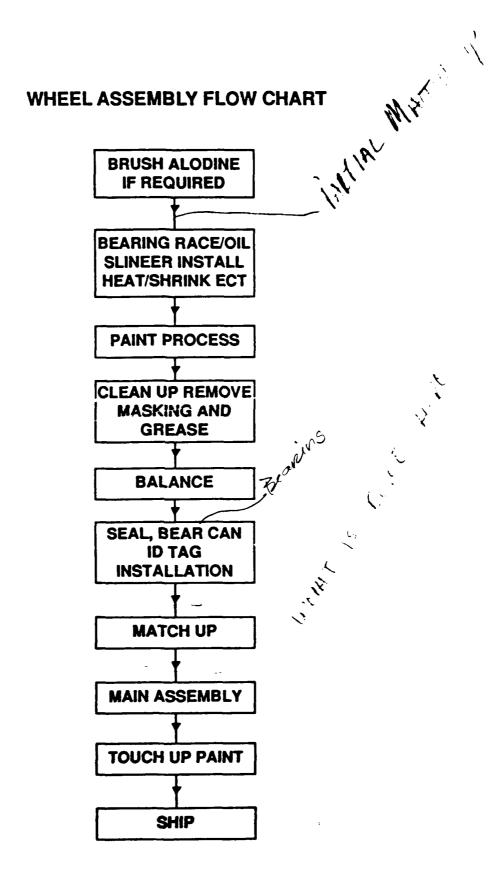
WHEEL ASSEMBLY FLOW CHART



Wheel Assembly Process Flow Chart

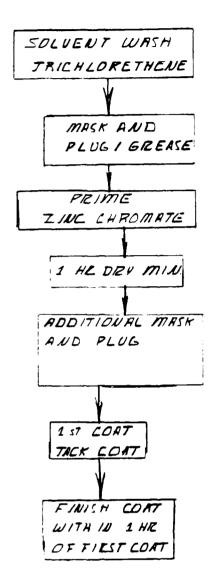
Brush Abdine If Required Partial Match-up Bearing race/oil Slinger Installation (shrink fit) Paint (See wheel paint flow) Remove Paint Masking (tape & Grase) Balance wheel Value half Partial Assembly, Seals, Bearing Can ID TAG, Etc motch -up Assembly Touch up paint Ship

of Reusep fow Chart, was " wheel Assembly How chart"



LSC-20129

PAINT PROCESS FLOW CHART



* Note: Beryllium and Tranium West blasted" in Beryllium Room.

5

Note Beryllium and Titanium " Wet blooked" in Beryllium Room.

م

Brake Test

Retest Inspect. Propare for test. Edison as required. Adapt Hyd line to inlot. Bleed out trapped air. (draw out under Jacuum trascurize to low level. (Adjust 19 required. Presourize to high level (500 to 4500 poi) Cycle (5 to 25x' Hold at high lard 5-10 min. check for leakage

Remove Shims check clearance Remove adenters. Install Protective Apply decads and seel. Final Visual Inspect. Verify paper wek complete and Correct. Log-out. Move to not station

Strut Test

Presourize with N2 Place in stand Hold Sor I hr. Check for Seconge, bubble check Release Pressure Connect Hyd. Lines leave in compressed position. Personn additional Presourize and Bleed strut Assembly (It Reg.) (to Remove trapped air) Disconnect Hyd lines Connect N2 lives More to Next station

RCC EARNED HOURS FOR MNPSP. .. OCT BB THRU JAN 89 A ...

	PROD			RCC	RCC	CUMM X
_	NO.		NOUN	DPEH		EARNED HR
	MU.		MUUN	DPEN	Uran A	ENWINED IIV
	,		•	•		
V	17576A	1620010054192	C5MLGLHA	1906.44	0.0478	0.0478
√	AS46AA	1630004927144	KC-135 M	1657.52	0.6415	0.0893
		1630011826267	WHEEL	1607.78	0.0403	0.1296
						•
		1620010054193	CSM6LLHF	1574.91		0.1691
5	17575A	1620010054191	CSMLGRHA	1568.13	0.0393	0.2084
		1630010389239	UHL F16H	1201.47	0.0301	0.2385
			F16 BRK	1075.76	0.0270	
		1630011996430				
8	V 17578A	1620010054194	CSMLGRHF	1051.67	6.0264	0.2919
√ 6	42927A	1630011326400	WHL C141	948.62	0.0238	0.3157
		1620001398474	BS2M-AFT	785.06	0.0197	0.3354
•	111720	1020001370414				
1,1		1630002692622	KC135BRK	8E.16		0.3520
45	17142A	1620001398473	B52M-FUD	641.48	0.0161	9.3681
17	T5797.I	1630ND026165G :		629.75	0.0158	0.3839
		1630000827955	FIII BRK	567.37		0.3981
_		1620001099286	STRUTF4C		4.0131	0.4112
1,6	69595A	1630012286043	ML WHEEL	520.29		0.4242
V 7	16837A	1620001099287	STRUTF4C	516.25	. 0.0129	9.4371
		1620001791425	SOCIE BM	482.56		
				472.87		
		1636011375742	FIS WHL			0.4611
2,0		1630009658700	C130 WHL	447.92		0.4723
Æ 1	17588A	1630010585912	UHL F15M	439.96	0.0110	0.4833
22	15592A	1630004219319	UHEEL AS	419.84	8.0105	0.4938
		1620010204973	STRUT	394.95	0.0099	0.5037
24	-	1630007776698	BS2 BRK	351.96	0.0088	0.5125
25	69354A	1620014597842	KC-135 N	350.71	9.0088	0.5213
24	15359A	1630000139129	UHL CI35	335.47	0.0084	0.5297
		1630000585242	KC135BRK	327.81	9.0082	0.5379
		1620006776681	C130BASK	277.82	6.0070	0.5449
29		1630010627046	A10 BRK	277.38	0.0070	0.5519
30	26413A	1630011069702	F16 RTR	275.73	. 0069	0.5588
31	T5773J	1630ND028479C		275.55	0.0069	0.5657
		1630010385126	WH 0130H	274.44	0.0069	0.5726
		1620011951141	MLGSTRUT	274.22	6.0069	0.5755
• 34		1630002769849 👍	F4 HSC	272.00	0.006B	0 .5863
35	L\$\$827	1630ND0284316 ".		263.45		0.5929
36	15161A	1430908810815	C141 BRK	251.94	0.0063	0.5992
		1620002468005	BOCIE B	251.70		0.6055
-				250.00	0.0063	0.6118
36						
		1620004427877	BRACE DR	247.64		0.6180
40	T5821J	1630ND026166C		245.85	9.0062	0.6242
41	69657A	1620010389102	STRUT LH	242.30	0.9461	0.6303
			FAN UHL		0.0061	0.6364
43			* *** ****	•	•	
		1630004463778	M O	240.00	8.0069	0.6424
			NLC	239.67		0.6484
45	T5817J	1630 NB 626432G		237.50	0.0069	6.6544
			WHEEL	230.15	4.005B	S988.0
			WHEEL SE	229.07	0.0057	0.6659
		1430005756750				
			66 E	220.35	0.0055	0.6714
		1630004649162	CS RTR		0.0055	•
		1630008254794		213.40	9.0053	0.6822
51	16917A	1620010246844	STRUT F4	205.65	.0052	0.6874
			1.	•		

•							2
				RCC	RCC	CUMM %	
	PROD		NOUN	DPEH		EARNED HR	
	NO.		MODIA	B4 E11	W1 12/1 /0		
						. 0.6925	
52	15603A	1630005910349	KC135 BP	204.10	0.0051	•	
53	26411A	1630010844227	F16 STR	202.02	0.0051	0.6976	
54	74568A	1630004100858	A7 BRK	195.02	0.0049	0.7025	
22	174784	1620002990278	T38-NLG	194.78	0.0049	8.7074	
23 E/	157574	1630009141329	WHL C130	192.02	0.0048	8.7122	
20	121214	1630ND028498G	Wile Visi	188.65	0.0047		
57	153113	162000000000000000000000000000000000000	STRUT AY	181.10	0.0045		
58	19937A	1620010816339			9.0043		
59	26338A	1620011671000	M-LH-HY	172.61			
60	26559A	1630010690093	FISCORTR	171.68	0.0043		
61	T75821	1620010054194		170.00	0.0043		
62	T7600I	1620010054191		170.00	0.0043		
5.8	15485A	1630004463778	UHL F4	169.20	0.0042		
		1620010597842		168.69	0.0042	0.7470	
	T5846J	1020010271012		165.00	0.0041	0.7511	
		1/30011057867	UHL C141	162.70	0.0041		
		1630011253957	CSA BRKE	160.92	0.0040		
67	15698A	1630010414570			0.0040		
68	16267A	1630008521432	FAN WHL	159.16			
		1620010627002	F15-NLC	158.11	0.0040		
70	001248	000F0004E	AIRCRAFT	153.90	0.0039		
		1620007419178	BRACE	145.04	0.0036		
		1630011414695	F15 WHL	139.59	0.0035	• . 7782	
		1630005969637	WHEEL N	139.08	0.0035	0 .7817	
		00RF0004C	AIRCRAFT	138.60	0.0035	0.7852	
		1620001386373	LURSIDES	134.04	0.0034		
			FISCOSTR	133.20	0.0033		
		1630010694338	T36 BRK	132.72	0.0033		
		1630005557523		129.95	0.0033		0.5
		1620007117771	S STRUT		0.0032	•	79 Pats
		1620012026349	STRUT AS				
		1630ND026168G		126.50		•	31.
		1620006525472	BRACE AS	124.98	0.0031		
82	72895A	1630004649160	CS STR	121.80	0.0031		
83	162644	1620006706602	COLLAR	120.00	0.0030		
		1630002420942	WHEEL B	113.82	0.0029		
		1630002861879	UHEEL N	113.61	0.0028	0.8198	
		9999POV10A		112.00	0.0028	0.8226	
		1620008961203	STRUT AY	110.45	0.0028		
			OINS: NI	106.44	0.0027		
		1620007197427	IMPEL M	105.00	0.0026		
		1630011392892	NHEET NT		0.0026		
		1620009272600	LINK ASY	103.60			
		1620004325651	NLG	100.40	0.0025		
		1630010830444	f Sabrtr	98.02	0.0025		•
93	68735A	1630010830445	FISADBRK	97.67	0.0024		
		1620005459439	STRUT NL	96.46	0.0024		•
			T38H-L/H	95.42°			
		1630004463776	-	94.00	0.0024		
		1630011862484	FI6 PP	91.91	0.0023	●.8502	
		1630000816687	, -	91.05	0.002	·	
		1630010506139	WHL C141	91.01	9.002	·	
			FIG EP	91.00	0.002		
		1630011069701		87.45			
		1630ND086430C	• .		0.002		

2

RCC EARNED HOURS FOR MNPGP...OCT 88 THRU JAN 89

_		8808			RCC	BCC	CUMM %
		PROD No		NOUN	DPEH	RCC DBEH 2	EARNED HR
		NU		110011	DI CII	OFER A	ENGILL DE
(163	42626A	1620007158562	BSZ-RH.T	84.69	0.0021	0.8639
•		· -	1620010700632	STRUT	83.56	0.0021	0.8656
			98008329088	FBIIIBRK	93.33	0.0021	0.8677
	106		1620006793440	TRUNNION	82.67	0.0021	4.8698
	107	74652A	1620001486466	BALLSCRW	81.96	0.0021	0.8719
	109	T8647L	1620016341198		81.94	6.0021	0.8740
	109		1620010063237	A7-MLG	81.34	0.0020	0.8760
	110		1620011627542	DR BRACE	80.35	0.0020	0.8780
	111		1620009272601	C141LKAS	79.95	6 .0020	0.8800
	_		1620003079442	B52SHAFT	79.90	0.0020	0.8820
	_		1520000071783	F5-TRUNN	79.00	0.0020	4 . 8849
	114		1620011680338	CH3-NLG	78.76	0.0020	0.8860
			1620007099371	S STRUT	76.66	0.0019	0.8879
			1620009485066	TRUCK AY	74.54	0.0019	9.8898
			1620000071783		73.92	0.0019	0.8917
			1630005470116		73.32	0.0018	0.8935
			1620001157419	STRUT	69.75 69.12	0.0017	●.8952 0.8969
			1620007138361	BRACE DR	68.25	0.0017	0.8986
			1620009118301	TRUNNION	67.28	0.0017	0.9003
			1620000852624	I WOMMA ON	66.10	0.0017	0.9026
			1820009746793	BRACE DR	64.75	0.0016	9.9036
			1630ND028495G		63.25	0.0016	0.9052
			1620010668946	STRUT	62.88	0.0016	0.9068
			1620002795839	T38M-R/H	60.68	0.0015	0.9083
			3731329DM0E31		5 9. 9 5	0.0015	0.9098
ï	-		1620010374639	CH3-NLG	58.59	0.0015	0.9113
			1630010716112	F15 NU	58.10	0.0015	9.9128
	131	28041A	1630002262376	OR PLATE	57.21	0.0014	9.9142
	132	17467A	1620066509335	TORSION	56.65	0.0014	0.9156
	133	T5810J	1630ND028497G		56.65	0.0014	0.9170
	134		1630004534893	UHL C141	56.04	4.0014	9.9184
			1620010135910	SHOCK ST	55.85	0.0014	0.9198
			1630010054189		55.80	0.0014	0.9212
			1630001576723	UHL FIII	55.21		9.9226
		T5864J	440044444444		55.00	0.0014	0.9240
	139	17451A	1620006518221	TRUNNIUN	54.47	0.0014	0.9254
			1630011862469		53.28	0.0013 0.0013	0.9267
			1620011037747		49.92 48.68		6.9286 0.9292
				BIRVI	48.62		0.9304
		75038C	1464446461317	· .		0.0012	9.9316
		75040G	• • •	•		0.0012	0.9328
			1620011031950	STRUT		0.0012	.0.9340
			1620009921498		46.08		0.9352
	148	261084	1620011627518	F-16 MLC	45.00		0.9363
			1630011894176		44.62		0.9374
	150	245K14	147801849089	FISCO PP	44.40		9.9385
•	151	26462A	1630011467682	FISABSTK		0.0011	
	152	36192A	1630008691784	PLATE AY	43.40		0.9407
			1630001132133		43.84		0.9418
				. •4		·.	

RCC EARNED HOURS FOR MNPCP...QCT 88 THRU JAN 89

						dis (2000) de	4
	PROD		4401141	RCC	RCC	CUMM %	•
	NO.		NOUN	OPEH	OPEH X	EARNED HR	
154	T6604H 16	20012548600		42.93	0.0011	0.9429	
		30005582594	WHEEL AS	42.84	0.0011	0.9440	
		20000254773	B52-DRAG	42.59	0.0011	0.9451	
		20010597842		42.20	0.0011	0.9462	
		30010730594	FISCD EP	19.60	0.0010		
	T99080			39.27	0.0010		
		30010827467	FISABSTR	37.80	0.0009		
_		20010141984	RHSTRUT	37.01	0.9009		
		20006518222	TRUNNION	36.50	0.0009		
		30012447181	FIS STK	36.36	0.0009		
		30010054188	C130 PP	36.16	0.0009		
		20012348655	F16BRACE	33.38	0.0008	0.9535	
			WHEEL	33.33	9.0008	0.9543	
		20009224173	TUBE	32.64	0.0008	0.9551	
		3001244718i	FIG HTST	32.50	0.0008		
	001998 40		AIRCRAFT	31.30	9.0098		
		30008691784		36.89	4.0008		
		30009000745	WHL FIGO	30.24	0.0008		
			F15CDBRK	28.27	0.0007		
		20001405242	F5-RH-D8	27.77	8.0987		
		20010856009	A10-MLG	27.71	0.0007		
		20010389101	STRUT RH	86.13	0.0007		
_		30010838230	FISABEPT	26.10	9.0007		
		30ND0284376	, , , , , , , , , , , , , , , , , , , ,	25.85	9.0006	0.9624	
		30006527376		25.00	0.0006	0.9630	
-	-		WHLF111	24.54	0.0006	0.9636	
		20010668945	STRUT-HG	23.58	0.0006	0.9642	
		20012007131	16PISTON	21.80	0.0005	0.9647	
	00149B 00	-	AIRCRAFT	21.50	0.0005	0.9652	
		30005723695		21.00	0.0005	9.9657	
		20001357877	A7-NLG	20.95	0.0005	0.9662	
		86201360005	PIVOT P	20.86	0.0005	0.9667	
186	16296A 16	20004821247	CH3-MLG	20.71	6.0005	0.9672	
187	17757A 47	30007586711LE	BOLT	20.52	0.0005	0.9677	
		30009141329	WHEEL	20.42	0.0005	0.9682	
189	69554A 16	20005251154	LUR UNIV		.0005	9.9687	
190	90129B 00		AIRCRAFT		0.0005	0.9692	
191	T51440 53	45008635031LE		20.00	0.0005	0.9697	
192	26555A 16	30010829734	FISAB PP	. 19.53	0.0005	0.9702	
193	74528A 16	20004719659	D/B TRUN	19.50	0.9005	0.9707	
194	T4798A 16	20004853758		19.25	0.0005	0.9712	
195	16283A 16	20007856073	SHAFT	19.14	0.0005	0.9717	
175	15652A 16	30010054262	WHEEL AS	18.20	1.0005	0.9722	
		20010141983	LHSTRUT	17.66	0.0004	0.9726	
	T5845J			17.60	0.0004	0.9730	
199	18076A 30	40001614085LE	ROD ASSY		0.0004	0.9734	
206	72879A 16	20004463776	ML6 OUTR	17.53	0.6004	0.9738	
		30001473854	FSE BAK	17.52	0.0004	0.9742	
		20002810622	LINK ABY		-0.004		
		20009438754	BRACE	17.16	0.0004	0.9750	
204	69978A 16	200110 09806	STRUT MC	16.90	0.0004	4.9754	

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RCC EARNED HOURS FOR MNPGP...OCT 88 THRU JAN 89

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_ P6	ROD		RCC	RCC	CUMM X
NO		NOUN	DPEH		ARNED HR
			27 6411	D; E() % C	MINISTER FIG
205 22	24E0A 1630008329 0 87	WHEEL MG	16.81	0.0004	0.9758
_	5521A 1630008562073	FB111 PP	16.42	0.9004	0.9762
_	4507A 1630005404253	F100 BRK	16.26	0.0004	0.9766
	7546A 1620001405241	F5-LH-D8	16.15	0.0004	0.9770
	6776A 1630008473731	A37 BRK	1.6.10	0.0094	0.9774
_	5616A 1630005678162	C141 BP	15.80	0.0004	9.9778
211 74	4575A 1620009299692	P-N 3661	15.68	0.0004	9.9782
212 17	7595A 1620068372427	A7-MLG	15.35	0.0004	0.9786
213 77	7163A 1620001753939		15.00	0.0004	0.9790
214 17	75766 1620910054192	CSAMLHAF	14.52	0.0004	0.9794
215 17	7578G 1620010054194	CSMLGRHF	14.52	0.0004	0.9798
216 T5	5788J 1630ND028488G	_	14.30	0.0004	0.9802
217 75	\$816J 1630ND028502G .	•	14.30	0.0004	0.9806
218 17	7315A 1620003069943 🕾	S STRUT	14.05	0.0004	0.9810
219 26	578A 1620ND053797G	DRG BRAC	14.04	0.0004	0.9814
220 69	9098A 1620003654001	BALLSCRU	14.00	9.0004	0.9818
221 T6	5980		14.00	0.0004	9.9822
222 24	1373A 1620008302609	LINK/ATT	13.54	0.0003	9.9825
17 223	13850 1620PC141CA1PLG		13.54	0.0003	0.9828
	3301A 1620002421519		12.75	0.0003	0.9831
		LINK ASY	12.74	0.0003	0.9834
	5026I 163001052534 0	•	12.50	0.0003	0.9837
	3860 1620PC141CAIPLG		12.25	0.0003	9.9849
	1687A 1620010805925	INNER CL	12.23	E000.0	0.9843
	7551A 1620003129664		12.10	0.0003	0.9846
230 15	- ·		12.10	0.0003	0.9849
		HOUSING	11.68	E000.0	• . 9852
		KC-135 N	11.33	●.00●3	0.9855
	053A 1630006588403	BRAKEASS	11.28	0.0003	0.9858
	7314A 1620003069942	S STRUT	11.24	0.0003	0.9861
		AIRCRAFT	11.20	0.0003	4.9864
		AIRCRAFT	11.20	●.00●3	9.9867
	855A 1620006052768	BS2PLATE	11.20	0.0003	0.9870
238 74		BRACE DR	10.92	0.0003	0.9873
			10.84	Q.0003	0.9876
			10.79	0.0063	9.9879
	-		10.53	€.0003	9882
	466A 163000526092		10.46	€.0003	0.9885
			10.35	0.0003	0.9888
			10.32 10.31	0.0003	0.9891
			10.05	0.0003 0.0003	9.9894
	2980 1620006236911		10.00	4 .8003	0.9897 0.9900
	2990 1620006776481		10.00	0.0003	· 0.9963
	068G 1630607776698		10.00	0.0003	0.9906
	546A 1620001405240		9.76	0.0002	0.9908
		E3A BRK	9.24	0.0002	9.9918
252 17		STRUT NL ,	8.96	0.0002	0.9912
		F4 H9C		4.0442	0.9914
254 00	119B #00F0004C	AIRCRAFT		9.0002	0.9916
255 15	749A 1630062272000 -	FS BRK	8.48	90000	0.9918
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RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

		PROD			RCC	RCC	CUMM %
4		NO.		NOUN	DPEH	DPEH %	EARNED HR
(1620001877445		8.00	0.0002	0.9920
			1620011430334		8.00	9.0002	0.9922
			1620008699889	BRACE DR	7.80	0.0002	0.9924
	259	69707A	1620003051849	BRACE	7.76	9.0002	0.9926
	560	77261A	1620007330993	CAM	7.60	9.0002	9.9928
	185	67119A	:630006526692	BLAKE	7.38	9.0082	0.9930
	262	16743A	1620002041208	BELLCRNK	7.14	0.0002	0.9932
	263	T8586A	1630005090317		7.05	0.0002	0.9934
	264	T13580	1620006238911		5.96	6.0002	0.9936
	265	15677A	1620011741655	STRUT AY	6.85	.0002	9.9938
	266	T94381	1620009872517		6.70	9.0002	0.9940
	267	16288A	1620009248927	YOKE	6.58	0.6662	0.9942
	885	26110A	1620012005320 .	F16PISTO	6.30	9.0002	0.9944
	269	74551A	1620008670810	SHAFT AS	6.12	\$000.0	0.9946
	270	15753A	1630010098474	WHE EJAM	6.08	9.0002	9.9948
			1620006133512		6.00	0.0002	
			1620010803404		6.00	0.0002	0.9952
	273	16727A	1620611249137	F-16TARM	5.98	0.0001	0.9953
	274	74525A	5315002952512LE		5.60	0.0001	0.9954
			1620004221839	STAB ROD	5.63	0.0001	0.9955
			1620010654867	BALLBCRU	5.19	9.0001	4.9956
			1630004681727	F114 TT	5.00	0.0001	6.9957
		112930			5.00	0.0001	0.9958
			1620011431155		5.00	0.0001	0.9959
"			1620006776681		5.00	0.0001	9.9960
			1620006776681		5.00	0.0001	0.9961
		T61276			5.04	0.0001	0.9962
			1520008624060		5.00	0.9001	0.9963
			1620010856009		4.66	0.0001	0.9964
			1630960752003	A7D UHL	4.60	0.0001	0.9965
			1624008058495	TORQ STR	4.42	0.0001	0.9966
			1620006776681		4.36	0.0001	0.9967
			1620006238913	TORO ST	4.31	0.0001	0.9969
			1630007057296	T38 TT	4.25	0.0001	0.9969
			1620000922037	DRG LINK	4.00		0.9970
			9999P000V0010A		4.00	0.0001	0.9971
			1620011627542		4.00	0.0041	0.9972
			1620010627002		4.99	0.0001	0.9973
		T9580C		•	4.00	0.9001	0.9974
			1620908849372		3.94	0.0061	0.9975
			1630010140656LC	C176H IM	3.86	0.0001	0.9976
			1620FC141CAIPLG	A.3411 MI	3.63	5.0001	0.9977
			1620010888102		3.60	0.0001	0.9978
				TORQUEAM	3.56	6.0001	
				C130 NPP	3.5 5	0.0001	0.9979
			•	F16COLAR	3.52 3.52	0.0001	0.7980
			·	F1SCDHSG			0.9981
				B52-RH-T	3.50 3.40		9.9982
			1620006776681	#3E-MU-1		0.0001 4.0001	0.9983 · 0.9984
			1630004549167	C5 HSC	3.36		
-			3040001646783LE		3.36 3.34		0.9985
		. ~ IN	~~~~vid_#103f'F	- any con	3.34	0.0001	0.9986

RCC EARNED HOURS FOR MNPGP...OCT 86 THRU JAN 89

	PROD			RCC	RCC	CUMM %
	NO.		NOUN	DPEH		EARNED HR
_	NO.	•	1100,1	yr en	oren A	CHARLED IN
747	+ + 7441	1420010714007		3.12	0.0001	.9987
		1620010714803 1630010680013	FISCD TT	3.05	0.0001	0.9988
-		1624009872517	FISCO II	3.05	0.0001	♦.9989
	- · · - · ·	1954003915211			0.0001	♥. 9763 ♦. 999 4
	T4813J			3.00		
		1620010571041	ELEM ADM	.3 00	0.0001	4.9991
		1620003051726	F15N-ARM	2.91	0.0001	4.9992
		1620012548600	UPPTORGA	2.78	0.0001	0.9993
		1620010569656	F-16 CYL	2.76	0.0001	4.9994
-		1630010555056	WHL FSM	2.70	9.0001	1.9995
		1620003109830	CYL NLG	2.52	0.0001	0.9996
		1620003002261	SHOCK ST	2.48	0.0001	•.9997
_		000F0016A	AIRCRAFT	2.40	8.0001	9.9998
	T4047J			2.20	0.0001	0.7999
		1630ND028487C		2.24		1.0000
	_	1620006776681		2.15	0.0001	1.0001
		1630011392892		2.12	0.0081	1.0002
		900F0016B	AIRCRAFT	2.10		
		1620000563339		2.10		1.0004
		1630011996430		2.00	0.0001	1.0005
		1620093486485	TUBE	1.95	0.0000	1.0005
		1620010576293		1.75	0.0000	1.0005
		1620011431155	•	1.74	0.0000	1.0005
		1620008961203		1.73	0.000	1.0005
330	26579A	1620ND052083G	DRG BRAC	1.56	0.0000	1.0005
331	69238A	1620009438753	BRACE	1.56	0.0000	1.0005
		1620010753562		1.50	0.0000	1.0005
333	T15070	1620001877445		1.47	6.4400	1.8005
334	T61296			1.42	6.0800	1.0005
335	15862A	1620010710538	F16PA89Y	1.34	0.900	1.0005
		1620010710537	FIGNAXLE	1.29	0.0800	1.0005
337	69556A	1620005918508	ACT BEAM	1.28	0.0000	1.0005
		1620005343898		. 1.28	●.000●	1.0005
339	26049A	1630001024365	C130 TT	1.24	0.0000	1.0005
		5315005006B01LE	ROOT PIN	1.16	0.0000	1.0005
341	T11520	1620006238911		1.14	0.0000	1.0005
342	74644A	1620001157393	TUBE ASS	1.04	0.0000	1.0005
343	16582A	1620010715592	F-16TARM	1.02	0.4000	1.0005
344	T5652A	1630007947437		1.00	0.0000	1.0005
345	T5876H	1630011996430		1.00	0.0000	1.0005
346	69577A	1620009763391	BRACE AY	0.89	0.0000	1.0005
347	16315A	1620010710535	F16MAXLE	0.86	0.0000	1.0005
348	T50391	1620001947597		9.84	0.0000	1.0005
349	15644A	1630001238606	F15 HSG	9.82	0.6000	1.0005
		1620006587980 -		0.81	0.0000	.1.0005
		1620010366506	•	0.75		1.0005
		1620006142352	UPUNIVAL	0.73	0.0000	1.0005
			AIRCRAFT	0.60		1.0005
	T3043J		· · · · · · · - · · · · · · · · · · 	0.60		1.0005
		1620005473015		0.50		1.0005
		1620011430384	••••	0.50	8.0008	1.0005
\		1674016745787	ETA PTT	0.40		1.0005
		1020110343201	3 /			

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RCC EARNED HOURS FOR MNPCP...OCT 88 THRU JAN 89

	PROD			RCC	RCC	CUMM %
	NO.		NOUN	DPEH	DPEH X	EARNED HR
358	90400A	1620006099866	LINK	0.49	0.0000	1.0005
359	T5070C	1630007776638		0.40	0.0000	1.0095
360	T72630			0.30	9.0009	1.0005
361	T62471	1620003851772		0.20	0.000D	1.0005
362	T50566	1630006585242		0.10	0.0000	1.0085
363		1630002692622		0.10	0.0000	1.0005
364	T52956	1630000827955		0.10	0.0000	1.0005
365	T5296C	1630000827955		0.10	0.0000	1.0005
366	T5884G			0.10	0.0000	1.0005
367	TS889G			6.10	0.0000	1.0005
368	T71196	1630006526092		0.10	0.0040	1.0005
369	T74866	1630009092247		0.10	0.0000	1.0005
370	26337A	1620011670999 .	N-RH-HU	0.63	0.0000	1.0005

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RCC EARNED HOURS FOR MNPGU...OCT 88 THRU JAN 89

						•
	PROD			RCC	RCC	CUMM %
	NO.		NOUN	DPEH	DPEH X	EARNED HR
1	15468A	1630004927144	KC-135 M	. 1602 . 06	9.0557	0.0557
		1630010389239	UHL FISH	1159.56	0.0403	0.0960
		1630011326400	UHL C141	1150.95	0.0460	0.1360
		1630011826267	WHEEL	1150.15	0.0499	0.1760
		1630010385126	HOE10 HW	749.12	0.0260	0.2020
_		1630009658700	C130 WHL	628.00	0.0218	0.2238
_		1630012286043	ML WHEEL	595.51	4.4207	0.2445
		1620001398474	B52M-AFT	587.03	0.0204	0.2649
9	17142A	1620001398473	852M-FUD	466.84	0.0162	0.2811
		1620010204973	STRUT	463.89	D.0161	0.2972
		1630011375742	F15 UHL	435.96	0.0151	0.3123
		1620010597842	KÇ-135 N	401.95	0.6140	0.3263
13	16836A	1620001099286	STRUTF4C	395.55	0.0137	0.3400
		1620004427877	. BRACE DR.	386.93	0.0134	0.3534
		1620001099207	STRUTF4C	357.93	0.0124	0.3658
16	15359A	1630000139129	WHL C135	334.03	0.0116	0.3774
17	17478A	1620002990278	T38-NLG	329.53	0.0115	0.3889
18	15757A	1630009141329	WHL C130	329.12	0.0114	0.4003
19	155923	1630004210319	WHEEL AS	316.00	0.0110	0.4113
		1620009485066	TRUCK AY	304.94	0.0106	0.4219
		1620001877445	NLC	299.48		0.4323
22	74524A	1620002468005	BOGIE B	280.21	0.0097	0.4420
23	15162A	\$\$3\$\$\$\$\$\$\$\$\$\$\$\$	KC135BRK	278 . 99	9.0097	0.4517
24	15327A	1630008254794	BRKC130	278.36	0.0097	0.4614
25	15054A	1630000585242	KC135BRK	274.50	4.0095	0.4709
26	17357A	1620007419178	BRACE	272.48	0.0095	0.4804
27	25874A	1630011996430	F16 BRK	265.84	0.0092	0.4896
58	72898A	1630002861879	uheel N	253.28	8800.0	
29	17576A	1620010054192	C5ML GLHA	25 1 . 82	0.0088	
		1620019627002	F15-MLG	246.51	0.0086	0.5158
		1630011158736	WHEEL	242.60	0.0084	
		1630009009739.		237.49	6.0083	
		1630004463778	uhl f4	237.43	0.0083	0.5408
		1620010389102		229.35	0.0080	0.5488
		1630002769849	F4 HSG	225.33	0.0078	0.5566
		1620011671000 .		213.72	0.0074	0.5640
		1630011253957	WHL C141	212.99	0.0074	0.5714
		1630002420942	WHEEL B	209.02	0.0073	0.5787
		1630007364126	FAN UHL	20.02	0.0072	0.5859
		1630000827955		204.35	0.0071	0.5930
41	15387A	1630005557583	T38 BRK	203.23	0.0071	0.6001
		1430010585912			.0.0070	0.6071
43	15523A	1630001576723	WHL FIII	197.93	0.0069	0.6140
44	15686A	1630005969637	WHEEL N	190.34.		0.6206
		1630607776698		189.88	0.0066	0.6272
		1629519248844		182.59	0.0064	0.6336
		1620010054193		167.88 167. 25		0.6394
		1620008961203				0. 6452 0.6510
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FOR YOUR EASE, WE HAVE SUBDIVIDED THIS SECTION INTO THE FOLLOWING:

- A 2.1 FACILITY LAYOUT
- **B-2.2 EQUIPMENT**
- C 2.3 WORK FORCE
- D 2.4 REPAIR WORK TECHNOLOGIES
- **E 2.5 WORKLOAD MIX AND VOLUME**
- F 2.6 MATERIAL HANDLING
- G-2.7 STORAGE
- H 2.8 PROCESS FLOW CHARTS

THE PROFILE SHEETS ARE IN THE FOLLOWING BOOKS

MANPEW BRAKES

MANPGP WHEELS

MAN PWW MAIN LANDING GEAR EXCERT C5

MANPWW NOSE LANDING GEAR EXECT CS

MANPRA C5 MAIN LANDING GEAR

MANPRA C5 BOOTE BEAM.

MANPRA YOSE LANDING GEAR.

QUICK FIX OPPORTUNITY

at RCC MANDEP	
ly (PI0) exists to MLG CS	
ovement opportunit	ALC.
A potential process impre	at 00
TITLE	

POINT(S) OF CONTACT: C. CRAWFORN

AS-IS CONDITION: THE OPERATOR PRVS THE UNIT OUT WITH PRI BAR STICKS IN SHIMS TO SAIS CONDITION. UNTILL THE CORRECT TENSION IS ACHIEVED.

TENSION A ADJUST PULLER AS TO-BE: PUT ON PULLER, PULL UNIT OUT CHECK CHAIN FOR REGUIRED. MENSUITE AND ENSELT SHIMS.

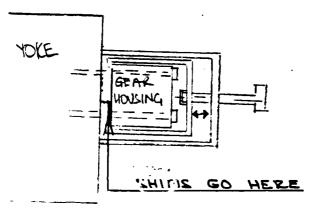
POTENTIAL IMPROVEMENTS:

SAVIACS \$ 3,004,40

IMPLEMENTATION COST:

SCHEDULE:

puller could be made to pull the unit out and you would then check the tension and activet the puller until you got the chain out the correct tension. At that point you would stick in the correct amount of shines and finish the assembly.



This is a rough sketch of my idea for a root for this operation

SAUINGS

GEAR SURRIED (4 QUARTERS) (42.92) = 3004.40

QUICK FIX OPPORTUNITY

at RCC MAUPGP A potential process improvement opportunity (P10) exists to GOG/E ASSY

POINT(S) OF CONTACT: TRACY LLOYD.

CHECK WITH TOROUR WIRENCH IF TO TIGHT LOOSEN + RETORAUE, IF THE BOLT IS OVER TOTAGUED IT AS-IS CONDITION: TICHTE IN ROLTS DOWN WITH 3/8 IMPRIT

GUN THIS WILL RWN THE BOLT DOWN TO THE CORRECT TORBUE CAUSE STRUCTURAL DAMAGE TO THE BOLT USE AIR TORAUE

EVERY TIME

POTENTIAL IMPROVEMENTS: 5% 12/12 BOSIC UNIT

IMPLEMENTATION COST:

SCHEDULE:

3

THE TORQUING OF BOLTS.

ON THE BOSIES WHEN THE TIGHTEN DOWN THE BOLTE HOLDING THE ARLE HOUSING TO THE MAIN BOGIE BEAM. THEY RUN THESE BULTS DOWN ZITH AN IMPACT WRENCH. A FEW BOLTS USUALLY GET OUGH TIGHTEN, THIS CAN DAMAGE THE STRUCT URAL STRENGTA OF THE BOLT.

I WOULD SUGGEST A TORQUE CONTOR IMPACT WEENCH.
THIS WRENCH COULD BE SET FOR THE CORRECT TORQUE
OF THESE BOLTS. THIS WOULD ELIMINATE OVER TORQUING
AS WELL AS THE SECOND OPERATION OF CHECKING THE
TORQUE.

QUICK FIX OPPORTUNITY

at RCC MAN PEP A potential process improvement opportunity (P10) exists to MLG ASSY (C.S.) TITLE:

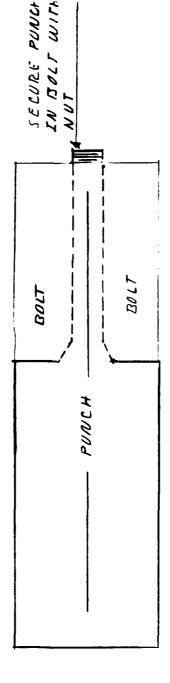
POINT(S) OF CONTACT: TIEMEY LLOYD

SOME ONE ELSE AS-IS CONDITION: ON PERSON HOLDS PRASS ROD ON PIN WHILE POUNDS ON THE ROD WITH A HAMMER SPECIAL TOOL TO BE ATTACHED TO THE PIN SO ONE PERSON REMOVE THE MAKE A PIU, TO-BE:

POTENTIAL IMPROVEMENTS: SAULA 65 2 2 26.40

IMPLEMENTATION COST: SO TO 1/00.00

REMOULUG OF COMPENSATOR ATTACHNUG PWS



DRIVE THE BOLT IN PLACE OF TWO PEOPLE. ILSO WHERE THE PUNCH SEQURED TO THE BOLT TOOL USED TO REMOVE 46190671018 BOLT 21 BOGIE WITH A PUNCH LIKE THIS YOU COULD SECURE PULCEN TO THE BULT, OWE PERSON COULD THE PUNCH WON'T BOUNCE AND THE PIN WILL BREAK LOCKE EASIER

PRESENT METHUD

(2 MEN 112 BOLTS1114 BOGIGS/ QT IC 4 QUARTERSIK , 25 HR / 5017)(47,33/HR)= 2650.4K PRE POSED METHOD

(1 MAN) 12 BOLTS 11/4 BOCK FILY GTK. OF HRS) (47, 33 / 4K): +24,08

2, 250,98 80,454 -7, 256,40

QUICK FIX OPPORTUNITY

at RCC DINIO PEF A potential process improvement opportunity (P10) exists to MLG ASSY (C-57) TITLE:

POINT(S) OF CONTACT: SAM BASS

AS-IS CONDITION: LETS PIECE OF FOAM AND MOUES AROUND ON THE FLUOR AS NEEDED

DO THE SOR. TO-BE: GET CREEPER AND ROLL ABOUND ON FLOOR AS REQUIRED TO

POTENTIAL IMPROVEMENTS: 120

1,201.76 SHUWES

IMPLEMENTATION COST: \ 20.00

CREEPEL

PRESENTLY THEY LAY A PIECE OF FORM DOWN ON THE FLOOR THEY LAY ON IT TO WORK, HOWEVER THEY GET UP AND REPOSITION THIS MANY TIMES WHILE THEY ARE WORKING ON THE LOWER PART OF THE GEAR IN PREASSEMBLY

1,5 HRIGEPR X 56 GERESI YRXI4Z,9Z/HE): 1,201,76

QUICK FIX OPPORTUNITY

at RCC MILLOPEP A potential process improvement opportunity (P10) exists to MLG ALSY (C-S) at 00 TITLE:

POINT(S) OF CONTACT: SAM RASS

YOU HAVE TO GO DOWN STAIRS AFTER IT. EXCHANGES ARE ALSO MADE DOWN IF YOU DRUP A BOLT AS-IS CONDITION: RUN DOWN STAIRS TO GET CORRECT LIUT BULT GCT. 5.21102.5

MOVE THE FASTEMERS ELT UP BY THE MECH WHO USES, THEM. **TO-BE:**

SAVILLES PER YEAR \$ JENYS 6. 32 POTENTIAL IMPROVEMENTS: FASTENVERS ECT BACK UN STRIES MOVE STORAGE UNITS FOR IMPLEMENTATION COST:

SMALL PARTS

PRST METHOD HAD ALL THE SMALL PARTS NUTS, BOLTS ECT UP BY THE MECHANIC FOR EASY ACCESS. THEY COULD DO A GEAR IN 48 HRS

NOW ALL OF THE NUT BOLTS ECT HAVE BEEN MOVED DOWN

INTO THE MIC. WHEN THE PARTS COME UP THE

MECHANIC MUST SORT THE PARTS OUT. THEY ALL COME UP

IN A LARGE BAG. ALSO WHEN YOU DROP A BOLT TOU

HAVE TO RUN DOWN A FLIGHT OF STAIRS TO PICK IT

UP OR GET A REPLACEMENT.

IT NOW TAKES 64 HOURS TO BUILD A GEAR

64-48-6 16 HRS 16 56 GEARS / YEXE 42.92 / HRJ= \$38,756.32

QUICK FIX OPPORTUNITY

at RCC MANDEP A potential process improvement opportunity (P10) exists to BO 6/6 TITLE:

POINT(S) OF CONTACT: JOHN KUKLER

AS-IS CONDITION: PART OF THE BULTS TURIU AS THEY ALE REMOVIAING THE NUTS. THEY HAVE TO USE N TOUL TO HOLD THE SOLT WHILE REMOVINS THE MUT.

TO-BE: APPLY SEALUR SO THAT IT MAKES LOWINCT WITH INN'ER ROUTS, THIS WILL HOW THEM WILL REMOUNC THE NUTS.

POTENTIAL IMPROVEMENTS:

SAULUS 55 1 240.35 1712

IMPLEMENTATION COST: 0

BOCIE

WHEN THEY ARE REMOVIDE THE NUTSA BOLLS

SOME OF THE INDER BOLTS STEN SPIN: WHEN THIS

HAPPEDS THEY HAVE TO USE SPECIAL TOOLS TO GET

THE BOLTS OUT, THIS TAKE APP 1 48.

30LUT100.

ON SO THAT IT COME IN CODIACT WILL TREE BOLE
AND STOPES IT FROM TURNING

While working overtime wed 5-17-89

I attempted to do preassembly on 4/4 Aft
Landing gear and the Kit was short 4 Bolts

NAS 1104-8

Bracket Assy, plumbing 46 (wrong one)
the L/H Kit. and Bracket Assy, plumbing
HG12042-101A was missing.
(Right one)

4 Washers MS 27183-12 Missing From Kit (546 AN 960-516)

Bracket 46/2538-111A Missing From Kit
Bracket 46 12535-109A Missing From Kit

17 Plumbing Sitting missing from Kit

Screw NAS603-18P Missing From Kit

All Hydraulic Tubing missing from Kit

All Hydraulic Hoses missing from Kit

5-17-89 Tim Templin

FY 89 Approved RATER. From Dale Casper 1007

MANPER BASE \$42,92 W/O DIRECT MATERIAL \$37

PNA 42.97

PGW 47,33

PRA 42,77

PRB 49,22

PRC 48.64 ++ ,35

PWW 44,05 ->

\$ 3.41

FOCUS STUDIES

TITLE

at RCC ALL

POINT(S) OF CONTACT: ROW LEE. MAX BATES. KEITH STEPHENS.

AS-19 CONDITION: REGULLD THE BRAKES EVERY 24 MONTHS.

CHOME PLATE THE METAL SUBFACES THAT RUB TO DOUBLE THE LIFE SPAN OF THE BEAKES TO-BE:

POTENTIAL IMPROVEMENTS: COST SAVINGS ON BEZ ALDING "671, 153 NO

IMPLEMENTATION COST:

SJANIAUS 25 B

(24 LIMINGS / STRIOK) & STATOR J. 72 LIMINGS

12 LIWINGS I BACKING PLATE

12 LIMINGS I PRESSURE PLATE

57N/N/1 96 : 7KLOL

273.734.10 C 96 UNINCENS ST ENCHY 530 BRAKE / 16.

293.577.60 CHOIDES ALE 178,48 ECHHIX 4 / BENKE H. SZD 'BRINKE / VENE =

CLIS MAGIUMIT KF31.98 PER IM. Y S.30 BRINES I'IR

110,171.10 672483,10

70.ZOL

IF THE PARTS LAST TWICE AS LONG THEN THE LANDINGS BEFORE REPAIR CAN BE DOUBLED 24)(3) STATO 25

BACKING TREESS & DE PLITES Roton Asex 273,734,40 527,60 (96) (5.38) (530) =

10101 (653)(8515)(536)

110, 171,011 01.837.10

(HPS SPENE)

HOTAL

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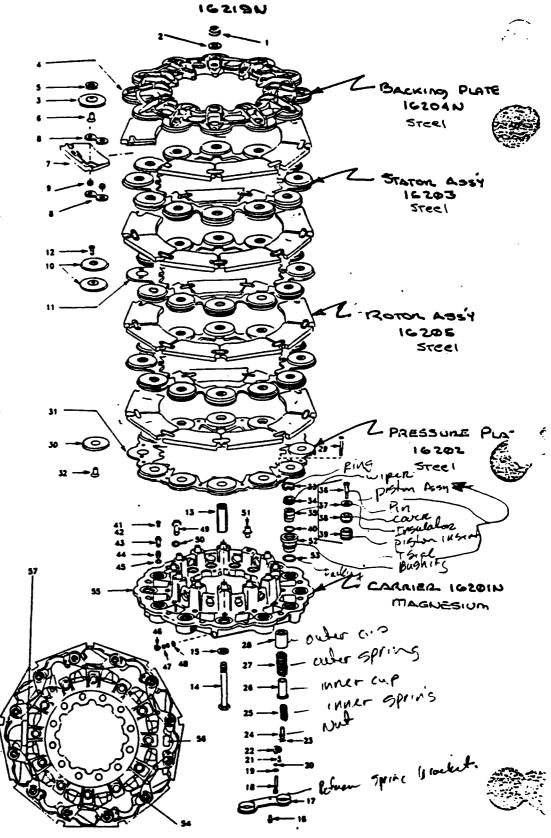


Figure 3-1. Exploded View of Brake Assembly

FOCUS STUDY

at RCC MAN PRA A potential process improvement opportunity (P10) exists to <u>ত্রি ড্রন্সভূত্র</u> at TITLE:

POINT(S) OF CONTACT: TOM HOWE'S AND TOM WIXUM

AS-IS CONDITION: WHEN THEY RUM OUT OF BUSHIUGS PARTS SET UNTILL THEY CAN BET MORE IN

WHAT YOU LAW BUY THE FINISHED ITEM FOR FROM A VENDOR, I FEEL THAT FOR SHULLD AT THE PRESENT TIME IT COST YOU MORE FOR THE RAW STOCK TO MAKE THE BUSHING TURN LOOK AT WOUL VENDORS OF RAW MATERIAL AND FIND OUT WHY AUD OTAGE VENDOP CAN MANIFACTURE POTENTIAL IMPROVEMENTS: THE GUSHING FOR LESS THAN YOU CAN BUY THE RAW STOCK **TO-BE:**

S310011990 2636 COST 18.35 FROM UENDOIZ

IMPLEMENTATION COST:

SEE ATTACHED COST ANDAL VS/S

Costine For Bushing # 5310011990213LE 8412773-01 725 PER BATCH

DIRECT PROCESS PER PIECE

BATCH OPERATIONS

OTHR HEAT TREAT

10 HR VERITY MATERIAL

1.75 HR MANUFACTURE

40,00 HES Preparation of MAT'L

. 16 HR MAG.

10 HR VERIFY PROGRAM

, 10 HR CAD

,05 HR FINAL INSP

40.20 - | 225= ,179 HRS/ PC.

,17 HR LEVELING FACTOR

2.32 HR.)

3 ET UP = .179 HRS/PC

Run Time = 2.32 HRS/PC (2.499) HRS/PC

LABOR COST = (2,499)(31.98)= 79,92 Each)

MATERIAL COET OF BUSHING

12 - 1.75 (ALLOW FOR BADE . AT. 25) = 6.85 PC = [7PC par] FT

(+250) = (7 PC) = 35.71 Par Piece)

_ LABOR @ : \$79,92

MAE'L @ 35.71 each

COST OF PURCHASED PART - 18,35. COST TO MANUFACTURE

18853445 M95	TEMPORARY LABOR AND MATERIAL PLAN TEMPORARY LABOR AND MATERIAL PLAN TO LANNER SIGNATURE. DATE, AND TELEPHONE NO. TO LAND FILE STAND SIGNATURE. DATE, AND TELEPHONE NO. TO LAND SIGNATURE. DATE SIGNATURE.	DO M M EA BOLV DATE 10 PAGE 1 OF 1 PAGES	MNPMNII GIOGENIO 18 1850 16 00 117 11 18 OP STO HIS 19 SK 20 OPERATION DESCRIPTION MINDMNII GIOGODI 18 1850 16 00 117 11 10 10 10 10 10 10 10 10 10 10 10 10	B GOOL GOOD STERIEFY MATIERIEN IN 1 1 1 1	B 6011 1	B Gal	5 441 .	MNPMN1) COCO B. COCO 1 DOC 15 STAME ILAS BINSHINGS PUNI BRESIDENS 11,	MNIPINIAISIDECTI PER MILLIFORMAGI PARITI INSPECTI PER MILLIFITIDE LI 1949	MNPRICE GOODER S GOUL GOODIGING POLATIE PER MILLI-ISITDI-1870, CILLS IND	MNIPMNITHIMALLI I HORAGISTAPITINIAL ITMISIPIEICITI ANIDI TINGI I I I I I I I I I I I I I I I I I I	5 61011	<u> </u>	11 1 PRI 02 11 11 11 11 11 11 11 11 11 11 11 11 11	BILL OF MATERIALS 23 PART NUMBER 124 MFR CODE 125 UI	XIBITINI-1414 OTURITINIGETT 1 2125 1 1 215000 1			I I I I I MATTERITAL SAME AS MORK ORDER I I I I I I I I I I I I I I I I I I I	11 1111 1111 MHWHIS IFOR DESIGN INTION 11111111					COMPLETE X INCOMPLETE
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FOCUS STUDIES

A potential process improvement opportunity (P10) exists to BRANES at 00 TITLE:

at RCC auper

POINT(S) OF CONTACT:

AS-IS CONDITION: HIGH RATE OF BRAKE REPAIRE

A NEW METHOD THAT WOULD REDUCE INVENTORY. AND PROVIDE BETTER BRAKING ALD INCREASE TO THE BRAKE ASSEMBLIES. SERVICE LIFE TO-BE:

POTENTIAL IMPROVEMENTS:

IMPLEMENTATION COST:

00-ALC

MANPS

Landing Gear repair Section

RCC: MANPGP

ENGINEER: Kyle Kershaw

PROCESS IMPROVEMENT OPPORTUNITIES

PIO Number	Description	Quick Fix	Focus Study
1.	Improve lighting in strut, wheel and brake assembly areas.	×	
2.	Improve environmental conditions (temperature control) in Bldg. 507.		×
3.	Redesign strut test hydraulic test stand		× _
4.	Faulty part feedback/resolution system.		×
~€. ∕	Usage of "air" tools in brake assembly.	~	
6.	Advanced automated riveting system.		×
7.	Complete installation of paint booth #1148.	×	
8.	Improve preventative maintenance program for all paint booths.	X	
9,	Investigate usase of elaboration part for sim are process) In the wheel, bake.		
	for similar process) In the wheel, bake. Strut paint lines.	md	

Pios

- Iak of available parts to the Hoor appears to be due to a lack of scheduling or more appropriately lack of abolity to enforce schedule requirements. Giving the schedulers (mader or Hoor) the authority to determine what is worked on a would allow the people with the overall picture (schedulers) to dolormine prorety of items worked.
- 16. Quality of pools from backshops to be established to inform the producer of the descripant part that he is producing non-conforming parts. If the applicate department should be the intermediary between the products and the end user the audity department should investigate, Identify the cause and take appropriate corrective action to try and eliminate these detects.
- 2. Documentation.
 a. Outdated documentation should be updated as it
 is identified or as partoniare changed
 - to tradequate documentation. A detailed sequence of events should be created for each assembly. The assembly bournest operation schedule should had a step by otep series of events necessary to assemble the part. This should include all sub-assemblies and areas where that go into the final assembly. This documents should also include all Cautions and areas where special attention. Is required.

- 3. Engineering reparse time.
 Hospen and on-site engineer. Howe the on site engineer evaluate the problem and disposition the assumbly. The temp Have a line of Communication between the on-site and responsible product line engineer for assistant Questionable judgements. This site/Production Engineer should may also correct documentation errors/updates. as they appears
- H. Environmental conditions

 Install environmental controls. This would help
 all areas not Just Strut assembly. It was
 newtoned that the see structure would not not
 handle the weight of air conditioning
 resurpment. The compressor and condewor can be
 mounted outside and the supportor and air handling
 resurpment see can be motalled near the area's of
 the troot an exterior wall and the cooled vie
 can be dured to the areas of interest.
- 5. Training Establish a wage leader training position. Have this persons main responsibility to be training of mechanics who do not have that adaptate training. This person could also assist the on site engineer with addated assembly instructions.
- 6. Toding I tool suggestions
 Establish a streamline the suggestion approval and implimentation process. The on-site engineer (mentioned above in #3) may thelp this process.
 - 7. Improve lighting in the work area. Higher illumination in the assembly area would aid the machanics.

Peruard Problem area's

- 1. Frability to roach desired pressure level (ultimate psi)
- 2. pressurration rate
- 3. pump out (scavenge) rate.

Piós

- 1. Modernzed test stands.
 a. Nigher capacity (ultimate pressure and flow rate)
 b. automation automatic Test equipment
 computer controlled testing
 advantages testing
 - 1. Sately -
 - 2. No operator error
 - 3. speed Thought through
- 2. Current test stand could be moved closer to and used exclusively for missle crector test stand. In area in case needed for backup.

QUICK FIX OPPORTUNITY

at RCC	
sts to	
r (P10) exis	
process improvement opportunity (P10) exists to	
nprovement	ALC.
process in	7
A potential proc	ă
TITLE:	

POINT(S) OF CONTACT:

AS-19 CONDITION:

TO-BE:

POTENTIAL IMPROVEMENTS:

IMPLEMENTATION COST:

Section F-Miscellaneous

4-10. Depot Maintenance Personnel Turnover. The annual rate of turnover of personnel performing depot maintenance. This rate is based on the average number of civilian personnel assigned to AFLC depot maintenance functions during calendar year 1985 and the total depot maintenance personnel losses experienced during that year. The source of the data is the Advanced Personnel Data System-Civilian (APDS-C), E300. The OPR is HQ AFLC/DPCC.

1985 Depot Maintenance Personnel Turnover Rate

Losses $\frac{2,449}{\text{Assigned}} = .0611$

4-11. AF Maintenance Personnel Turnover. The annual rate of turnover of enlisted personnel performing Air Force base level maintenance. This rate is based upon the total number of enlisted personnel assigned to aircraft maintenance Air Force specialty codes at the end of F155 and the total number of losses experienced during that year. The source of the data is the Retention Statistic Report prescribed by AFM 30-130, Vol 1 and the Airman Force Characteristics P769 Report Prescribed by AFR 30-3 and AFR 700-4, Vol 1 and Vol 2. The OPRs are HQ AFMPC DPMATE and HQ AFMPC DPMYA

Calendar days
Less:
Holiday
Relief Days
Assigned Days
Times hours per day
No. Assigned hours

15

35

Ye≐

Monthly Assigned Hours Less Total Nonavailable
Monthly Hours Available Times Number of Months
Annual Hours Available

FY85 AF Maintenance Personnel Turnover Rate

Losses $\frac{18,923}{\text{Assigned}} = .1282$

4-12. Monthly Assigned Hours. The number of hours per month a military or civilian employee is assigned for duty. Monthly assigned hours is based on a 5-day 40-hour work week. This factor equals calendar days per month less holiday and relief days (Saturday, Sunday, or compensatory weekday for weekend workday) times hours per day. The standard Air force monthly assigned hours used in allocating manpower is 167.929 hours. The source of the data is AFR 26-1. The OPR is HQ USAF/PRM. The prescribing directive is AFR 26-1 (Vol III).

4-13. Annual Available Hours. The number of hours per year a military or civilian employee is available for primary duty. Annual available hours is equal to monthly assigned hours less total nonavailable hours (leave, PCS related absences, medical leave, organizational duties, education and training, social actions, miscellaneous, overseas peculiar activities and special absenses) times 12 months. The standard annual available hours for military and civilian personnel are presented. The source of the data is AFR 26-1. The OPR is HQ USAF/MPM. The prescribing directive is AFR 26-1 (Vol III).

30.4375 0.75 8.6964 20.9911 8.0 167.929

Mil	itary	Civilian						
CONUS	os	CONUS	os					
1 6 7.929	167.929	167.929	167.929					
2 2.730	24.464	22.65	20.76					
145.2	143.5	145.3	147.2					
12.0	12.0	12.0	·· .					
1742.4	1722.0	1743.6	75					
		1744						

1744

DIRECT 10.06

.. DusæHERD 3.27

TOTAL 31,98

BASE SALARY - WITH NO BENEFITS, \$12,44

STANDARD HOURS WORK PER & MAID 1744 HEE

OUGRTIME IS 72% OF THE TIME

(1744 HRS)(7,5%) = 130,8 HRS, OUErtime / MAID

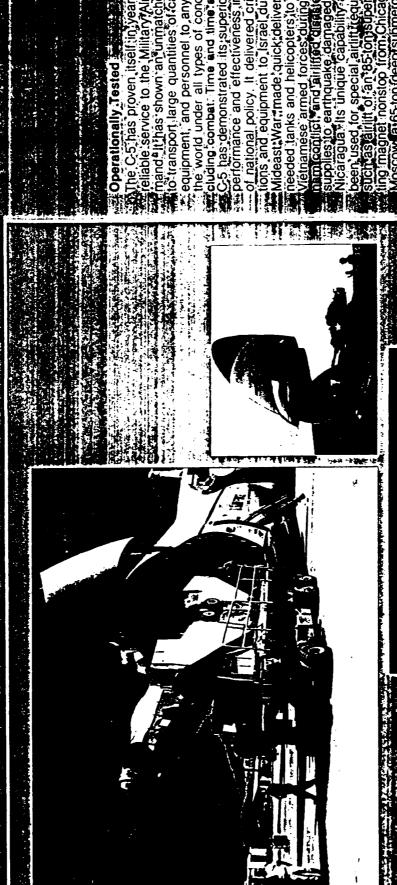
OVER TIME PAY = BASE Pay (12,44)(1,5) = 18,66 FOR OT.

Pay FOR.

A. STANDARD HAS. = (1744 HR)(31,98) = 55,773,12 MAD/460

B OUERTIME HES. (130.8 NES) (18.LL) = 2440,73 of PRY

Total Pay with overtime one man = 58213.85

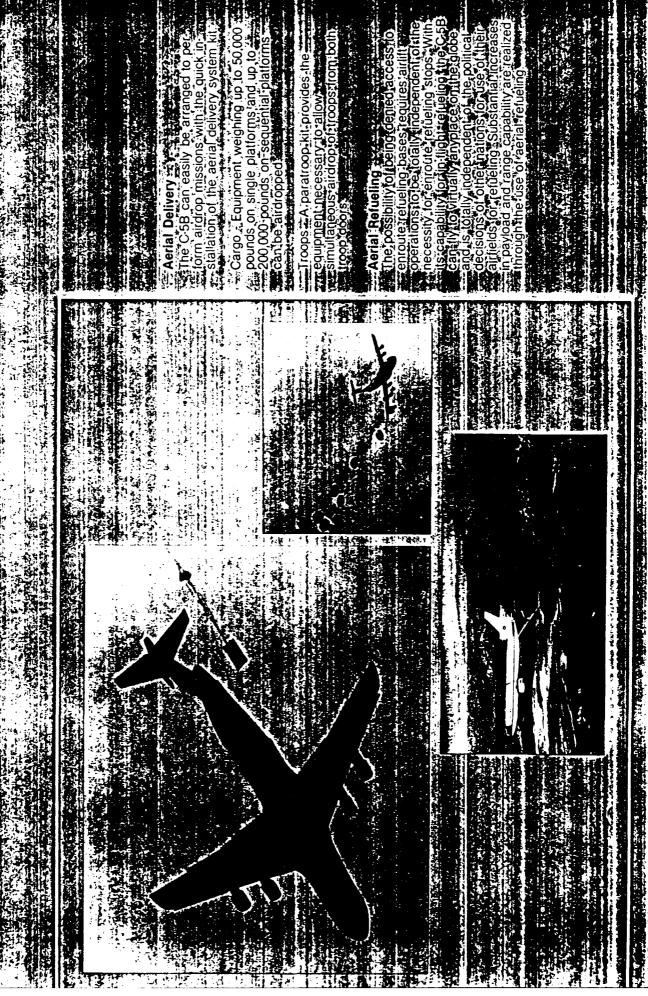


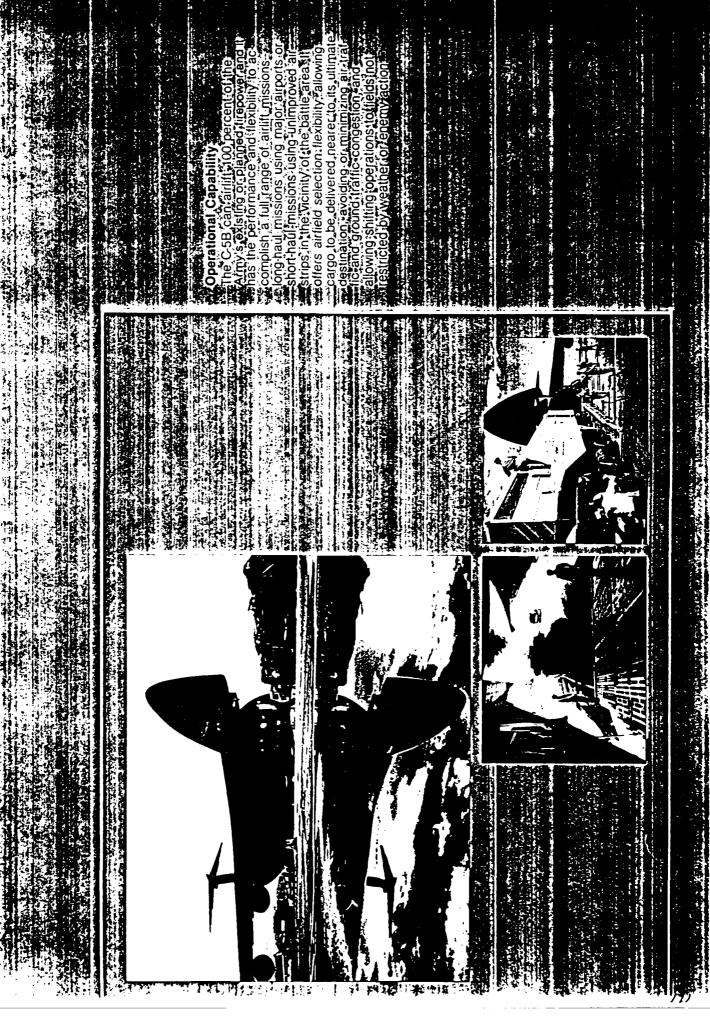
equipment, and personnel to any place in safety C.5 has demonstrated its superior mission and performance and effectiveness in support the world under all types of conditions, in-transport large quantities of cargo, training national policy. It delivered critical muniiable service to the Military Airlift Command It has shown an unmatched ability ed for special airlift tequireme airlift of an 85 ton; subercond inet nonstop from Chicago 10 Inamese armed forces during it supplies to earthquake damaged Nicaragua Its unique Capability The C-5 has proven itself in

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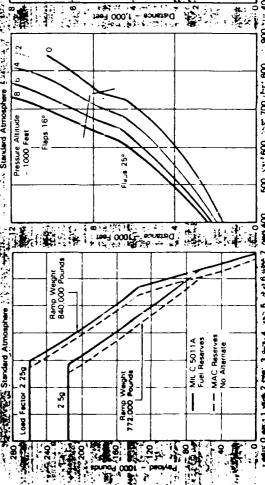
C-58 PAYLOAD RANGE

C-58 TAKEOFF CRITICAL L'ELD L'ENGTHS

C-58 L'ANDING DISTANCES

C-58 L'ANDING

240



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Performance Applish a full range of all limited to accom-

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Pressure Attrude - 1,000 Feet Flaps 40°

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82

ENGINEERING NOTEBOOK LHUCK CRAWFORD OC-ALC

C-5 ASSEMBLY I DISASSEMBLY

- C5 ASSEMBLY AND DISASSEMBLY
- 1. QUESTION What are some of the problems associated with your area?

 Answer the back shop needs to prioritize their work bad . There is not any tracking in the computer. You can not pull up a part number and find the part. There needs to be some kind of priority marked on the paper work. Steve hopes that MRP II will take care of this.
- The next prelden was grease.

 They have tested several clifferent types of grease and have found mobil to be the best one on the narket. Steve has a hard time getting it in. The reason is that there are 3 different types that fit the mill spec. The preblem is the other two do not have the lubricity of the Mebil grease.

 Sometimes when procurement orders a product it needs mill spec but it is not what is required to do the job. We feels that some of the mill spec's are too look.
- 3. How is the supply of new items?

Aboute the personnel over the me needs to watch the stock closer. Example they run out of point quite frequently.

- 4 QUESTION What is the flow of the landing gears? ANSWER On the C5 yoke you do the following:
 - A Uncrowe
 - B Drain Oil
 - c Tear Down Completely
 - D Send out for cleaning
 - E&I
 - F To shops for repairs
 - a Plating H Returned here for assembly

 - I Piston build up
 - I the Assombly (2 man team)
 - 1 Yoke
 - 2 Outer Cylinder
 - 3 Nandware
 - K Final Assembly (2 man team)
 - 1 Install Piston
 - 2 Stack
 - 3 Roberte
 - 4 Test

these 2 men follow the unit through completion

5 Question what is the experience benel of your crow Auswer the average is 20 years. I have all years in. Most of the people are grade 10. I have 18 people assigned to me.

- 6 QUESTION How do you turn the gear over and put it into the disassembly station? ALEUTER WE Make it over by the two jub craves and raise the other and with the two jib craves. the reason is the gear weight 5,600 lbs. The jib crones are only racked 4,000 lbs. 1 feel that it would be advantageous to get a three ton crane for safety reasons for turning them and for end.
- 7 QUESTION What kind of landing gears does this area work on?

Ausurer there are four different configurations.

- A Right hand AFT gear
- B heft hand AFT gear
- C Right hand From Gear D Left hand From Gear
- E Non Grav
- F the Bogie is not a gear, but that is what the wheels are attached to.
- 8 DUESTICE 15 that all you build in this area? Answer No, we also do part of the KC-135.
 - A Oleo Trumion
 - B Side Struts
 - C Drag Brace

- 9. Question why are you washing those parts in a tub and not in the solvent tank?

 Answer the solvent tank has a now chemical in it called Biogenic mix. It is mixed at 10 to 1 and is not doing the job. We are waiting for more chemical so we can mix it at 3 to 1.
- 10 QUESTION What is the Chemical that's in the tub?

 Ausurel Freon.
- 11 Do you know of anything which would help to do a better job?

 Accorded these, a small automatic part washer because we wash a lor of the small parts and they stay in the area.
- 12 QUESTION What is the flow-time on Bogies Awarer 14 talks about 28 days
 - 13 While observing I noticed that on the tie down straps which sewnes the bogie in the crate. They have a very long stud. The operator had to use an open and whench to get the nut off. I would suggest gotting an extra (3") long socket.

- from the container 1 noticed that it was difficult for him to position it on the stand.

 1 would suggest that you may consider a power unit on the rail to move the hoist back and forth.
- 15 <u>Ausurer</u> What is the flow of the Bogie?
 - A Uncrave and Remove from box
 - B Place on stand
 - c Disassemble unit
 - D Set Clip & Retainer toicle
 - E Send parts to cleaning
 - FEGI
 - ar Back shops for repair
 - 4 Back to C5 area for sealing
 - I but to point
 - J Assemble front axles
 - K Assemble 4FT axles.
- They were having problems with the botts trining. The tool they have to had the bott is auxward at bost. The Environmental seal 1 F Places on the Edge of the bolt will hold the bott the bott both both both both both both will hold the both from the the

- 17 In the bogie area the operator has to leave the station to get special tools.
 - Assure we need to have the common items up here close to us when we drop a small item we have to run downstairs to get another one. The time spent running downstairs after this type of item outweight the west of the item many times over. Note NOTE NOTE BOLTS. SMALL FITTIMES
- 19 DUBSTION DO YOU KNOW IJ they plan on Expanding the area?

 Answers tes they plan on putting in two more stations to the east.

MIC. (NUTS - BOLTS. SAM SMALL PARTS ECT). WHED THE MECH.

A. DEFECTIVE PIECE OF HARD WARE HE HAS TO RULU

DOWN STAIRS AFTER A REPLACEMENT, THIS IS AN

EXTER TIME CONSUMING PROCESS:

20 QUESTION What is the process in overhauling the C-5 nose gear _ _ *

Avoired

A Completely disassemble unit

B Wash small internal parts

c Put small parts in RCC parts system

D Degrease

E Wash

FEGI

G To Back Shops for repair

H Back to C5 area for assembly & sealing

I Test

J Paint

K Package and ship

21 QUESTION Do you build any thing obe in this RCC?

ANSWER YES 3 HEMS HE 135 TRUNNION. DERE STRUT A

as Outstion What operations do you perform on the subassembles

Answer Con the oleo trunnion

A Assemble Sleeve

B Attack Crank

C Install Bearing in Crank

D Ship to final assembly

A Install Bearing
B Install Environmental Covers
C Seal
D To Paint
E To Final Assembly

22C Drag Strut

A Install Environmental Cover

B Seal

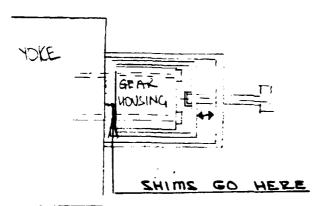
C To Print

D To Final Assembly

Answer we have completed 28 in a quarter, but that was with a lor of overtime. Fourteen is a good work load for this area-

- a4 AUSTION On the preassembly do you know how many shims it takes to got the correct tension on the chains.

 Austree No it is trial and error to got to the correct tension.
- as Suggestion on the chair predom. A special puller would be made to pull the unit out and you would then check the tension and acijust the puller until you got the chair at the correct tension. At that point you would slidle in the correct amount of slims and finish the assembly.



This is a rough sketch of my idea for a root for this operation

- ADSIVER USCALLY they come down the next day, however sometimes it may take 3 weeks a would success that they start keeping a log BOOK.
- Or QUESTION Are those any problems with assembling the inner and outer cylinders?

 Answer when stacking the cylinders the spindles have to be alived along with all the other inner parts. The two cylinders are then comprossed together. If the cylinders are not concentric they can be assembled but not rotated.
- DE QUESTION Are the scratches taxhed up hefore shipping?

 Auswel Yes, point comes over and touches up the completed glar with a hand point brush. I would recommend THAT PCP DOES THEIR OWN TOUCH UP WORK.

SUGGESTION A small our brush would do a superior job. The point would be blended in for a better appearance on the finished unit they could do this in loss time and with loss point.

on whose storage is that to the east of the crib?

Answer It is our storage for this area

- Do you always pound the bushings with a hammer and punch?

 Answer YES we have just started removing all of the bushings.

 Suggestion Get a small to ton press and tool it up to press all the bushing out this would be a quicker and safer operation.
- 31 Suggest a chiferent type of bolt with a standard bolt when you looken the next the bolt with a standard bolt when you looken the nut the bolt has the ability to turn when this happens they have to get a special too! At this time they have to get this special est and an extension and secret on the balk and nut this is a very time consuming process. If you used a bolt with a rectangular head the bolts would lift the next bolt which would chiminate the bolts from torning.

to turn they unil hit each other

with this type of head you could still retain the same clamping force

- 32 QUESTION What is that machine over on the south well?

 Answer It is a ball and screw tester
- 33 QUESTIONS IS it used?

 ANSWER NO. It tests the screws at four this greater pressure than they will bee in a normal lifetime. I would recommend THAT IT IS MOVED OUT OF THE AREA.
- 34 COLLESTION DO you know how to get a mill spec changed? AUSUNCE NO 1 don't. RESPONSE 1 will find out how from Gene.
 - 35 Suggestion. In preassembly when they install motor for the chain drive the mechanic lays on his back trying to position the unit. If the mechanic had a mechanic's creeper he could move around for easier positioning of the unit.

- 36. Question what are some of your problems? Answer getting parts to the production line.
- 37. QUESTIONS When do you think they will get MRP in?

 Auswell they should start on the protes type in a mouth or so.
- 38. Question what things would you like it see changed?

ALSWER they need to have the week in the back shops scheduled and once it is scheduled they need to have the shops work to the schedule.

B 1 feel that too much emphasis is placed on effectiveness and not enough of quality and production. If you put your emphasis on quality and production effectiveness would be there.

attend the same meeting. If they did that they would push the same items.

I Scheduling has never asked me -(faul Murry) what the capacity for Tear Down or for other areas in the shop is.

I WOULD RECOMMEND THAT SCHEDULING IS IN ON THE PRODUCTION MEETINGS. THEY WOULD THEN KNOW WHAT TO PUSH.

39 <u>OUESTION</u> What is the down time on the Crane for preventine maintenance.

Answer: It takes there days for Take Down,
Tear Down and for recentification. I would
success mon on around the clock support untill P.M.
is completed. (Menorandum. of Large ment)

40. Quesnon Do you have anything to do with the nose gear fixture in 507.

Answel We don't haiz any thing to do with the fixtures. Your best alternative is to tock to the foreman.

41. LYVESTION NOW do you track parts?

Ausurel Tracking is non-existent. The system needs to be updated.

B We need the ability to track parts from shop to shop.

42. <u>DUBSTION</u> DO you think MRPII / **DUMIS** will help you and how soon do you think it will be implemented.

ANSWER 1 feel that it will take at least two years to get implemented.

43. QUESTION Do you feel it will help?

ADSWER Yes if it works the way it should it will be 1,000 percent better than what we have

44 DUESTION How do your feel about the buck shops?

Answer 1 feel that we used more control over them. They used to have a schedule of when things need to be completed by. (out of back shops)

B To get items out of the back ships you have to physically go out to the shop to find the parts show the freman where they are. If there is a reason why you have them put it in writing, but most of the time hand shake management works. CPlease do this for me.)

- AUSWER 1 am the complete department and 1 could really use some help.
- Answer the store rooms only have 15 days worth of parts in house. They are reclaiming parts that cost more than they are worth. The schooluling can from one day to the next from long range planning depending on what is needed.
- B Sometimes they will pull a T Job and run it through because they do not get note rated on them and they can get more hours out of them. when they do this a let of times they will its parts from Mister Jobs like nuts, boths ete. Hen when the Mister Job came up they are minus parts so they cannot complete the job.

- c the central distribution center could have plenty of stock on hand when you check it on monday and by Tuesday the other organizations on base could have depleted the stock. This would love you short on parts.
- On back order items you can only place a high priority on 30% of what you have on order. When clistabution back orders they use different numbers, therefore you have to got through distribution to find your parts. It someone has a higher priority tevel they will get the parts first. The field cook put a higher priority on an item than I can.
- 50. QUESTION Have you had tracking systems before?

Abouted les we used to have a system called M.J.T. - maintenance Job Tracking - It worked very well for a few mouths until they stopped putting the data into the terminal.

(THE DECOLD WERD 1500 150 OTHER AREAS.

51. Dursing what about the paper work staying with the pass?

ADUEL TES WE DO. WE had a MICH NET MISSION COPABLE LOCAUSE of part. I went ever the shop that straightens than, told their what I needed they gave me one than I pushed the part through and when I hearly got to final assembly they told me that it was the wrong part. The machines sup also machined it to the unong thickness because the two parts had different tolorances.

the problem was caused by having the wrong paper-work with the part and the parts being very similar.

51 QUESTION What do you think the response will be to MRPIE?

Answer they are afraid that this program will not be any better than the others. They want to see the software to see how it works.

- 50. On the equipment profile it was deucled that we would overage the clown time and frequency for the scheduled maintenance this descision was made by gene, Jack and the group.
- 53. After talking to Steve Black about number to 1 feel that the way they are turning the MLG over in a safe manner.
- 54. Regarding avestion 28 Steve informed me that due to the type of paint (polyprethene) it cannot be sprayed in the open. You have to have a paint booth.
- 55. Regarding question 30 on pauvoing bushing out stebe sould they have tried a press in the past, however, the punch and hammer sowes time.

- St. QUESTION 1s the work load statel?

 ADJUTER NO. It is relative to the number of missions frown. With a lot of missions flown there is a lot of breakage which uncreases the work load.
- 57. QUESTION DOES the process ever change? ADSWER NO, they stay the same.
- St. QUESTION DO you scrap any parts out and if so, how much?

 AUSUTER We scrap out about ten per cent. We bring in ten percent more to over feel out steve said that This is AD OVER ALL HORSES.
- 59. OUFSTION How well trained is your work force?

 ANSUTER Very well, there are all 101 and 95.
- DUESTION NOW WELL are you staffed?

 ANSWER 14 deponds upon the west load I have in Right now I have enough people for the scheduled work load for this quarter.
- 61. QUESTION NOW is your equipment?
 ANSWER It is in good shape.

- 63. QUESTION What kind of enguinering response do you receive?

 Answer On the average it takes about three days. I feel that if they were in this building (+ 507) we would get better service.
- HE PROCESS Engineers? How you get from the process engineers?

 ANSWER We get good support from them.
- 65. Duestion How many people do you have in your oran Answell 1 have 16 mechanics, 1 janitor, and 1 over equipment.
- 66. Duestion when you order a specific piece of equipment do you get what you weld?

 Answer 1 can specify exactly what I need. Then prouvement will shop around and buy one similar but not exactly what was asked for therefore they are buying a useless piece of equipment.

Steven J Black

67 DUESTION Who so over MIC?

ANSWER Cindy Boundt.

- 68. QUESTION Who maintains your space server unit Answell MAD takes care of them when they have publishers.
- 69. QUESTION Do you do preventive maintenance required. Each organization has to submit for P.M. 11 they have not submitted for Preventive Maintenance, MAD will not put a P.M. on the piece of equipment.
- TO. Note from Jone Evans the premain has a form for their area with all the training into Dee and grant would have the information for authorized hours.
- 71. QUESTION How up to date is the T.O. for the CS area?

ADSWER We have just verised that complete TO. for the main landing gear.

72. Crussinos What are some of the changes you have made?

Ausure We changed the lower bearing from a 3 piece assy to a 1 piece assy.

B We changed the Fixed gears and removed the cross wind cylinders. They steer the plane on the ground with the nose year and the AFT wheels.

- c. The aylinders are made from 300 m which is very corrosive material this material unlinest if it is left wet for 30 minutes.
- D. The nose gear takes special equipment to grind the inner cylinder.
- Jound while getting like set up and running.

 Absure the top nut on the cylinder aid not have the correct torque specification called out for it and therefore they over torqued it. This sheared everything that was under it. Once they discovered what was causing the problem they had it solved within theurs.
- B. At San Antonio they would tear the gear clown and keep all the parts together never mixing the pieces. This caused them problems.
- c. At Ogden we requested that they opened up the leatage tolerances for easy remanufacture. This eliminated a lot of peoblems.
- 74. QUESTON HOW is your work load?

ANSWER 1s it real sparse. We used to do 04 mainlanding gears a quarter. Now it is down to 12 to 14 glass per quarter.

- B AFT BOGIES: They are trying to renegotiate from 60 mouths between overhauls to 84 months.
- s the ATT Landing Glar is still at 60 months.
- D the FWD Gear: they are trying to renegotiate from 60 months to 22 months

- E. They are also decreasing the number of missions flown
- F. Hey had a problem with relating the gears 90° to bring them up into the plane. They changed the accumulator in some way. I am not some what they did, however the problem went away.
- 74. Duestical Does the RCC require much interfacing with engineering?

 Answer Yes, they do.
- 75. Duestion how often do you change the wcD's because of people on the gloon?

 Answer they are not changed much because of people on the gloon.
- To. NOTE faul Kershaw is one of the people working on inputting data for MRP
- 77. Question Do they have enough parts on hard for incoming gears?

Ansuree 100, they do not understand that they should stock enough parts for eight goes for five days and not just enough parts for five gears for five days.

(IUSo From. Paul. Korshaw. Suggest PAT STUDY.)

78 <u>OUBSTON</u> What about macking parts?

ADSIVER WE have no idea where the parts are. In the C-5 orea there will put the paper work on the outside of the basket. The parts are then sent through the tanks overs etc and when they come out of the over no-one knows what they are. Therefore they do not know what papernork goes with what part. hopefully with MRPII they will have a BAR code on the part. This would enable you to scan the part and got any information on it. This would also tell the system where the part is in the system. THE WAY IT IS BEING HANDLED DOW THERE IS NO AUDIT TRAIL AND THERE FORE THERE CAN BE NO CORRECTIVE ACTION TAKED.

79. DUESTION who would have information on the resters?

AUSUER Gary Cooke

80. QUESTION DO YOU HAVE ANY PROBLEMS WITH THE PROCESS

ADDRUCE NO THE ACTUAL PROCESS (T.O.) IS GOOD THE PROBLEM IS MAKENG THE WORKERS ACCOUNTABLE FOR WHAT THEY DO.

81. Question what happens when a part is mistrouted.

Austre y they are nix routed and comes have it has to go back through the complete system.

&. Curestion You think that making the possele accountable will help?

ANSWER YES ITWOULD SULUE ALOT OF PROBLEMS.

NOTE, SOME MAJIGEMENT / SOPER VISORS FEEL THAT DESPITE, PAC THERE

IS NO REAL LOWSBOUENCE FOR IMPROBER WORKMAN SHIP.

- 83 NOTE STEUE BLACK SAID THE PAINT FORMAN SAID THAT THEY
 WOULD BE OUT OF PAINT TOMOTRAM AND THAT IT WOULD
 EFFECT ME (STEUE) SUON.
- TY AVESTION WHAT NAPPENS WHEN YOU HAVE A LEAKER?

 ANSWER WE FEAR IT DACK DOWN HERE AND REPAIR IT.

 NOTE 1 OR Z LEAKERS PER YEAR
- SE NOTE WHILE TALRING TO JOHN I TRACY THEY STATED THAT

 THEY ALWRYS HAD PROBLEMS CETTING THE PINSON OF

 THE CONNECTOR LINK, I THOUGHT ABOUT AN AIR CHISEL

 WITH A BUNCH. AFTER TALKING TO THEM

 PROBBBLY A SPECIAL PUNCH WOULD LOURK IS SET (SEE QUICK FIX)
- 36 BVESTY ON HOW HARD IS IT TO FORQUE THOSE BULTSS

 ANSWER YES THEN T ARE FORQUED TO 750 IN. POUNDS

 ARE NOTE

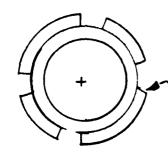
WHILE TALKING TO TRACY F LYNN I FOUND OUT THAT
THEY RUN ALL THOSE BOLTS DOWN MAPPROXIMITLY TO BOLS)
WITH A AIR IMPACT. SOME TIME THEY GET THEM
TO TIGHT, I FEEL THAT A PNEUMATIC TORQUE
CONTROL GUN WOULD BE SHEER AND WOULD ELIMINATE
OUER TORQUING, (SEE 'QUICK FIXES)

87 QUESTION WAY ARE YOU FILING ON THOSE NUTS.

ANSWER WANTRING TO GET THE EDGES SQUARE
ACIAN.

NOTE

AFTER EXAMINAVALE THE DUT TRACY AND I DECIDED THAT THEI WERE BROKEN LUGSE WITH A PONCH AND HAMMER. I FEEL THAT THEY NEED A SPECIAL TOOL TO DO THIS WITH.



THE EDGES ARE DESTROYED BY PERSUUAL POUNDING ON THE EDGES AND COST
TIME AND MONEY IN BAD PARTS. REWORK
AND SCRAP

- THE QUESTION WE AT ARE SOME OF YOUR PROBLEMS IN THE ASSEMBLY OF THE NOSE LANDING GEAR.
 - ANSWER WHEN ASSEMBLING THE NOSE UNIT THERE ARE
 TIANY URRINGLES SUCH AS NEW PARTS WITH OLD BOLTS.
 THE BOLTS HAVE REEN RECORTED AND IT IS AT THE
 MAXIMUM DIAMETER ALLOWED, AND THE PART IS AT THE
 MINIMUM DIAMETER ALLOWED AND THERE FOR THE FIT
 IS TO TIGHT, SO I TRY ANOTHER BOLT TILL I FIND
 ONES THAT WILL WORK.
 - A. HE ALSO HAS TO DO A LOT OF CLEANNING ON THE THREADS AND POLISHING OF THE CULINDER AS WELL AS HONING THE INNER CYLINDER.
 - B ON THE LOWER LAM ASSY, THE PARTS COME IN WITH A VERY RUFF FINISH. IT THEN ARS TO BE SANDED SMOWN SO TART THEY WILL SLIDE IN SO
 - L THE UPPER CAM. IF IT COMES DOWN WITH ANY
 BURRS ON IT. IT HAS TO BE DEBURRED BY
 HAND. IF IT HAS BEEN REALODINED AND THEY DO NOT
 MASK IT OFF GOOD. HE BY HAS TO ALSO BEMOVE
 THIS MATERIAL.
 - D WHEN THE UPPER TORQUE CONTROL ARM COMES BACK
 HE HAS TO CLEAN UP ALL OF THE BUSHINGS AND CREASE
 FITTINGS A PASSAGE MUST BE CLEANED BEFORE USE.
 - E THEZE IS APZUBLISM WITH THE PARTS COMMUC BACK
 FROM NICK & BURR THE PARTS ARE NOT COPECITY WICK
 OR BURZED. THE OPERATORS ARE OS & OT. THEY DO NOT
 HAVE THE EXPERTISE ON WHAT NEEDS TO BE DEBUZZED.
 NOTE THERE VEEDS BE MORE TRANSON IN NICK FIZURE.
 - F ON THE DUTIER EVLINDER THREE IS OFTEN PLATING ON THE ZNSIDE OF THIS CYLINDER IF THIS PLATING IS NOT REMOVED THEY WILL BE LEARURS.
 - NOTE I FEEL THAT THE PLATING PROCESS SHOULD ISE LOOKED INTO EXPECIALLY THE MASKING OPERATION.
 - 6 THE INNER TUBE AND GUIDE ASSEMBLY HAS TO

 RE REWORKED SUST LIKE THE REST OF THE NOSE

 GEAR, NOTE I FEEL THAT IT SHOULD BY INCORPORATED

 IN THE F. W. THE PROCESS.

- H. ON THE RETRACTING ARM, THE BOLT WHICH ATTACHES IT TO THE UNIT A LOT OF THEM HAVE TO MUCH CADD PLATING.
 THIS CAUSES A PROBLEM OF GETTING THE BOLT THROUGH
 THE HOLE.
- I. AT PRESENT THE OPERATOR HAS TO GREASE THE UNIT BY HAND. THEY ARE WORKING ON GETTING & PNEUMATIC GREASE GUN.

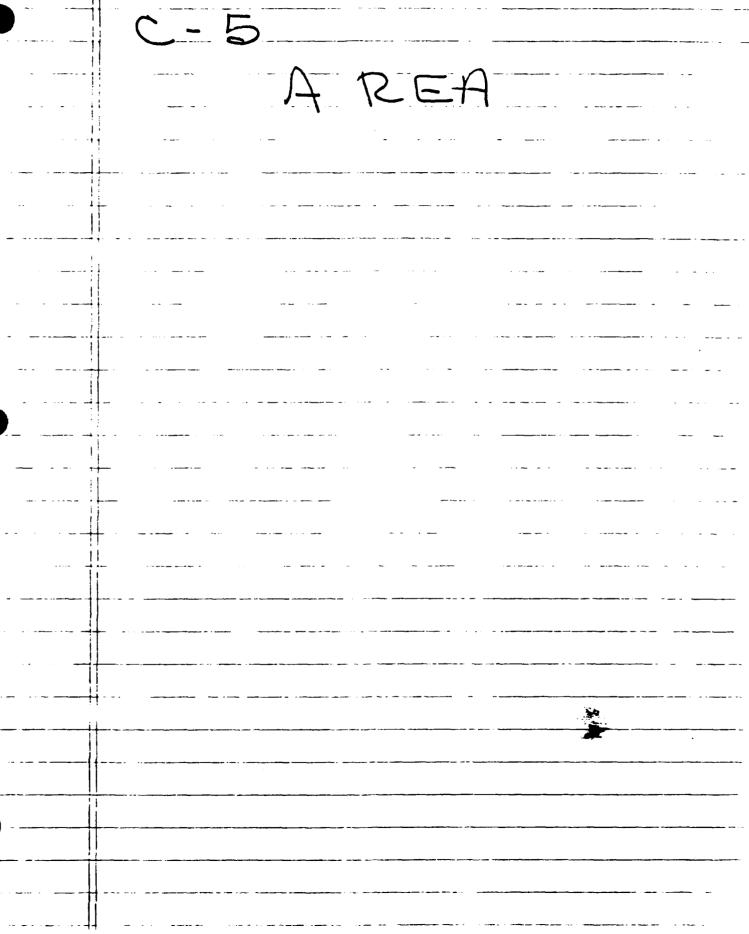
THE C'S AREA SEEMS TO BE WELL ORGANIZED.

THE MASOR PROBLEM IS PARTS. THEY WEED A TRACKING

SESTEM. TO TELL THEM WHERE THE PART ARE.

THE NEED THE PARTS BACK IN THE AREA AT

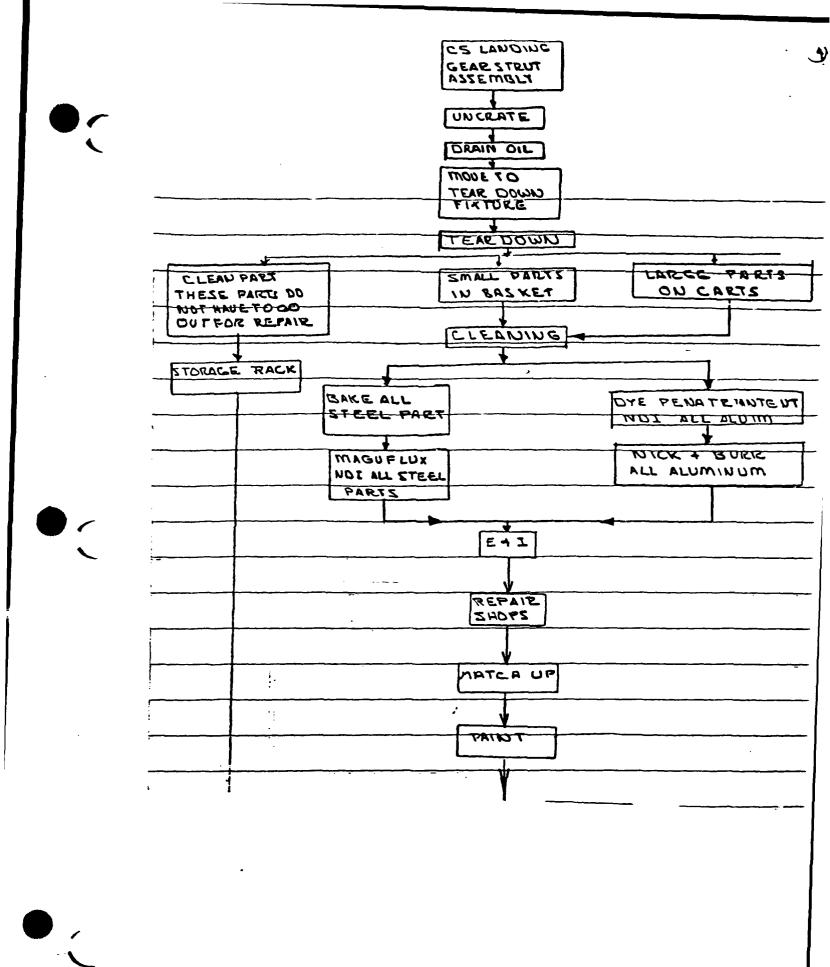
CERTHON TIMES. IN ORDER TO MAKE QUOTA.

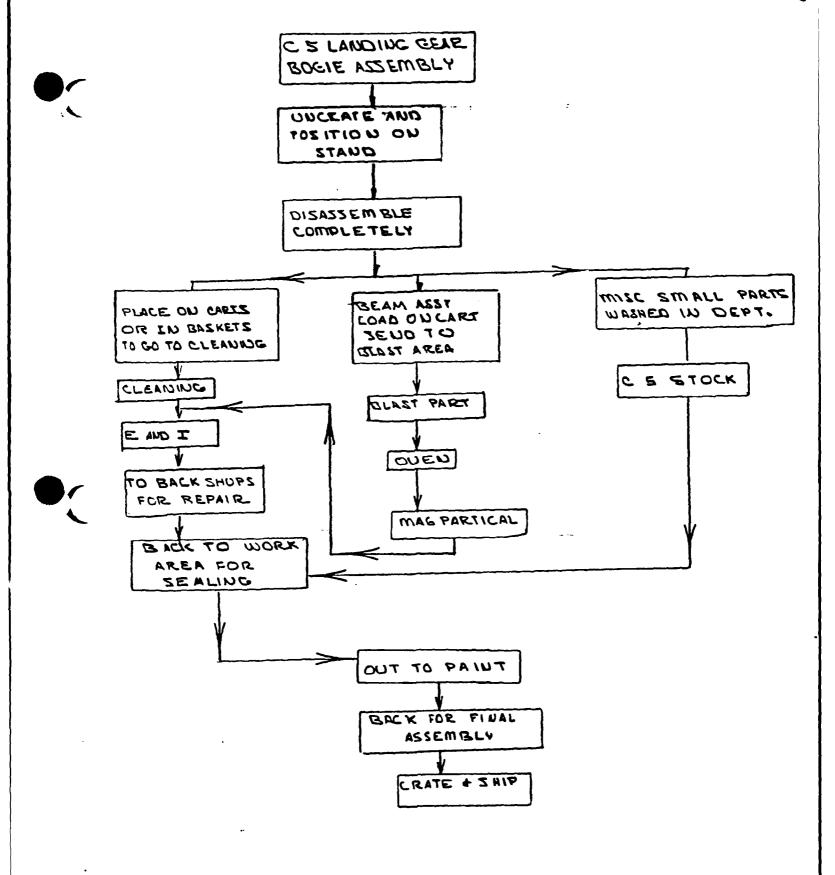


	MANDER- (C-5 AREA)
	MANINGE IS A RESOURCE CONTROL CENTER (RCC) UNDER
· · · · · · · · · · · · · · · · · · ·	THE MANAG SECTION OF THE THOUSTRILL PROGUETS
	DIVISION MAND AT CO-ALC . MANDED (CEARER) IE LOCATED
	IN BUILDING 507. IN THE MIDDLE OF THE BUILDING.
!	THE AREA IS KEPT CLEAD
	THE WON - DEE IS PRIMARILY MISTER WORK . IT
	COUSIST OF CS MAIN LANDING GEAR CS BOCIE,
1	CE XOSE LANGING CECE, MC 135 UPPER SIDE
	STRUT LISEMELY KC 135 DRAG STRUT, KC 135
	OLGO TRUNNION ASSY
-	
	
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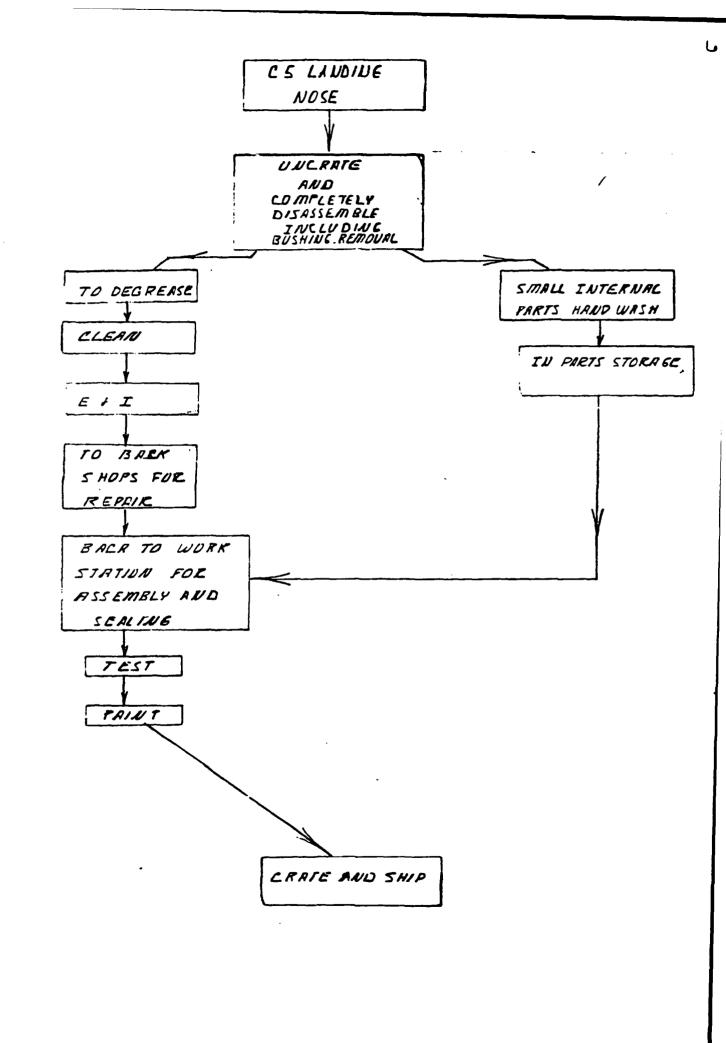
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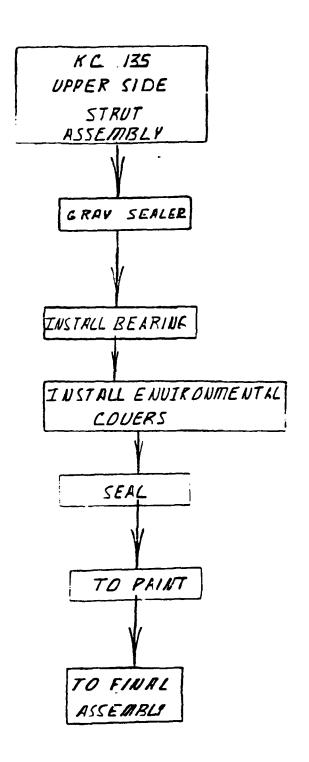
THE DECREASING FLIGHTS AND RENEGOTIATIONS WHICH IS INCREASING THE LENGTH OF TIME THE UNIT STAYS OUT IN THE FIELD IS DECREASING THE AMOUNT OF WORK NEGOGO TO BE DODE ON THE C5 COMPONENTS. WITH THE DECREASED WORK LACK IN THE RE AREA THEY HAVE SUPPLEMENTED THEIR WORK LOAD WITH THE FOLLOWING A) KC 135 UPPER STRUT B) KC 135 DRAG STRUT C) KC 135 OLEO TRUDIOD ASSEMBLY THEY WOOK ON THESE ITEMS WHILE WAITING FOR MATERIALS FOR THE CE COMPONENTS. THE FLOW CHARTS DRE ON THE FOLLOWING PAGES

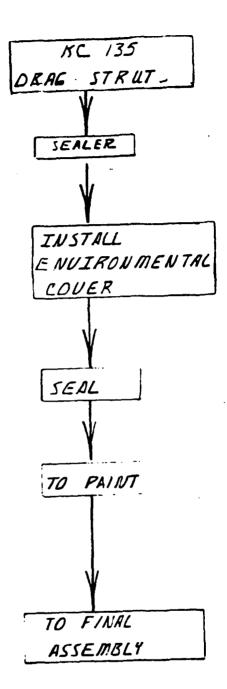




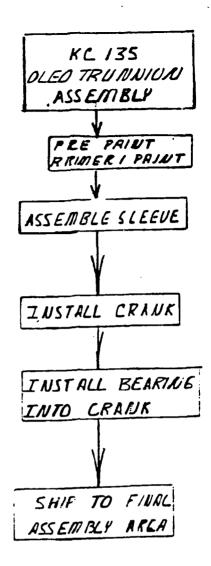
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/3



MANDER (C-SAILER) EQUIPMENT CONSIST OF SPECIALLY
MAIDUFACTURED EQUIPIDENT. IT HAS THREE LARGE
ASSEMBLY DIBLESEMBLY STATIONS WITH
LIFTING CAPABILITIES. THEY HAVE TWO FIXTURES
WHICH ARE USED TO MOVE THE MASSIVE UNITS
IN AND OUT OF THE ASSEMBLY DISSSEMBLY STATIONS.
THE HAVE FOUR PREASSEMBLY STATIONS FOR THE
CS MLG. THE IS A FIXTURE FOR TELTING
THE C-S TODEE CYLINDER DSEY
FOR THE C-5 NOSE LANDING GEAR ASSEMBLY DIRESSEMBLY
STATION THERE IS OBLY ONE FINTURE AND IT IS USED
FOR BOTH PROCEDURES. THEY ALSO HOVE A JIB
CRANE WHICH IS USED EXTENSIVELY
C-5 BOCIE AREA HAS TWO POLLIDE FIXTURES
WHICH THEY USE FOR THE ASSEMBLY / DISASSEMBLE
OPERATIONS. THERE IS A JIB CRADE IN THE ARED
WHICH IS ALTO USE EXT BUSINELY DURING
THESE OPERATIONS, EACH WORK STATION
13 Equipped WITH WORK A BENCH OR BENCHES,
LIGHTS AND THOLE REQUIRED TO PRE FORM THE
TASK. EACH ASSEMBLY STATION HAS THE PROPER
TOST EQUIPMENT TO TELT EACH UNIT TO INSURCE
THAT ERCH UNIZ IS FUNCTIONAL AND SAFE.

THE FIRST STEP IN THE REPAIR OF THE CSA. I MAIN LANDING GEAR. THE UNIT IS BROJERT IN UN-CRATEO AND BRAINED. THE PART IS THEN LOADED ON TO A SPECIAL CREZ OND ROLLED IN TO THE DISASSEMBLY STATION. THEY THEN LOND THE PERT INTO THE . DIBASSEMBLY FIXTURE AND THEN THEY REMODE THE LOADING CHETIT. AT THIS STATON THEY POTALLY DISKERE PHE LAND GEAR, THE USE A LOS OF HAND TOOLS 'S THE DISASSEMBLY PROCESS. AT THIS POINT THEY CLEAN OF THE MAJORITY OF THE GREACE AND OIL THEY ALSO MAND WASH ALL THE PIETE WHICH ARE GOING TO STAY IN THE AREA THE REST OF THE THE-S ARE THEN SHIPPED OUT OF THE AREA MO WTO THE SYSTEM. WHEN THEY HAVE COMPLETED ALL OF THE NESSARY REPAIRS ON THE SUB COMPONENTS, PUTTING THEM BACK INTO ACCEPTABLE CONDITION. THEY ARE THEN ROUTED BACK TO THE CE AREA. WHEN THE COMPONENTS ARE RETURNED TO THE AREA THEY FIRST DO A YOKE PREASSEMBLY. THEY ASSEMBLE THE O RING AND ENVIRONMENTAL SEAL. SECOND THEY INSTALL THE BALL SCREW ASSEMBLY.

THE UNIT IS THEN MOVE TO THE PREASSEMBLY STAND. THEY USE A CEZE CRADE TO MOVE THE UNIX. SHOP FLOOR INTERVIEWS AND OBSERVATION INDICATED A QUICK FIX OPPORTUNTY. THE FIRST ONE IS WHEN THEY ASSEMBLE THE CHAID DRIVE UNIT ZO THE TOKE, THE OPERATOR HAS TO PRY THE UNIT OUT AWAY FROM THE YOKE MO THEN INSENTE SMIMS. HE than checks THE CHAIN TO SEE WHAT THE TENSION READING 18. IF THE TENSION IS OFF THEY NEED TO ADD OR SUBTRACT SHIMS ULTILL THEY ACHIEVE THE CORRECT TENSION. IT THE HAD A DULLER THEY COULD PULL THE UNIT OUT TO THE CORRECT TEDSIDD, MERSUCE FOR SHIM THICK NOWS AND INSTALL THE SHIMS. THIS WOULD SAUE 1.28 HES PER CEAR AND WOULD ELIMINATE THE POSSIBILITY OF BOCK STRAIN. COST SAULUS 3 3,004.40 THE NEXT QUICK EIN IS REPLACING A PIECE OF FORM WITH A CREEPER AT THE PRESENT TIME THEY GET A PIECE OF FORM AN LAY IT OU THE FLOOR TO WORK ON, EACH TIME THEY HAVE TO WORK ON A DIFFERENT PLACE ON THE UNIT THEY GET UP AND MOVE THE FORM AND THER LAY BRCK DOWN ON LZ, AND PROCEED ON WIN THE ASSEMBLY. I PROPOSE THEY GET A CREEPER. THEY THEU COULD ROLL AROUND AS MEEDED. WITH OUR GETTING UP AND MOUING THE FORM OR CROCKER COST SAVINGS. 1 201.74

1.1

QUICK FIX OPPORTUNITY

to mile as as ACC manners	
wement opportunity (P10) exists to 7114 G	
. 6	or oo
TITLE:	

POINT(S) OF CONTACT: C. CRAWFORD

AND THEN CHECK THE CHAIN FUR TENTION. HE OR SHE KEPEATS THE OPERATION AS-19 CONDITION: THE OPERATOR PRVS THE ULLIT OUT WITH PET BAR STICKS IN SWIMS UNTILL THE COERECT TENSION IS ACHIEUED.

LEWSION A ADJUST PULLER AS CHECK CHAIN FOR REGUIRED. MEISURE AND ENSERT SHIMS. TO-BE: FUT ON PULLER. PULL UNIT OUT

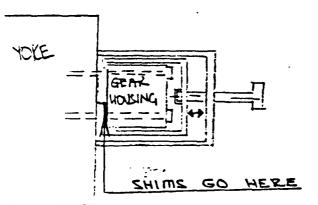
POTENTIAL IMPROVEMENTS:

SAWAGS # 3.004.40

IMPLEMENTATION COST:

SCHEDULE:

supportion on the chair product A special puller round be made to pull the unit out and you would then check the tension and activat the puller until you got the chain out the correct tension. At that point you would stidl in the correct amount of shins and finish the assembly.



This is a raigh sketch of my idea for a real for this operation

SAUINGS

GEAR GUARTER (4 OUR PERS) (42.92) = 13004.40

QUICK FIX OPPORTUNITY

at RCC DIAM PGF A potential process improvement opportunity (P10) exists to MLG ASSY (C-57) TITLE

POINT(S) OF CONTACT: SAM BASS

AS-IS CONDITION: CETS PIECE OF FOAM AND MOVES AROUND ON THE FLUOR AS NEEDED

DO THE SOR. TO-BE: GET CREEPER AND ROLL AROUND ON FLOOR AS RESUIRED TO

POTENTIAL IMPROVEMENTS: 1,201.76 SAUWES

IMPLEMENTATION COST: 120.00

SCHEDULE:

CREEPEL

PRESENTLY THEY LAY A PIECE OF FORM COWN ON THE FLOOR THEY LAY ON IT TO WORK, HOWEVER THEY GET UP AND REPOSITION THIS MANY TIMES WHILE THEY ARE WORKING ON THE LOWER PART OF THE GERR IN PREASSEMBLY

(, S HRIGEPR X SE GERESI YRX "4Z , 9Z / HE) = \$ 1,201.76

THE NEXT QUICK FLY OPPORTUNITY IS PREASSEMBLY AREA 13. TO MOVE THE SMALL PARTS BINS. NOTS, BOLTS COUNSCIORS ECT. UPSTAIRS BY THE MECHANIC WHO USES THEM. AT THE PRESENT TIME EVERY TIME THE MECHANIC DROPS AN ITEM OR WHEN HE IS SOUT UP A DEFECTIVE ITEM HE MUST ROD DOWN STAIRS TO THE MIC TO GET A REPLACEMENT. DNCE -B IS AT THE MIC THEY MUST FILD OUT WHAT PRAT NUMBER IS LESIGNED TO THE PRET FILL OUT THE PROBR WORK FOR A REPLACEMENT, FINALLY MOTARADO BUT NAHT OUA TARP BUT ESTO BH TAKES IT BOCK UP ETAIRS, TO 566 IS IT WILL FIT. I PURPOSE THE THEY MOVE ALL OF THIS TYPE ITEM BACK UP STAIRE, WHERE IT WOULD BE READILY AVAILABLE TO THE MECHANICS WHO USED THEM. COST DAVINGE 38, 456.32 PER YELE. LACCORDING TO WHAT JOHN BOYER STATED WHILE TEACHING AD MRP II CLASS AT HILL AIR PORCE BASE HE STATED THAT SMALL ITEM LIKE NOT BOLTS COUNTETORS ECT. COULD BE SET UP ON A MIN! MAK SITUATION.

AS SOON AS THEY FINISH THE PREASSEMBLY
THE . UNIT IS MOVED DOWN INTO THE LARGE
ASSEMBLY STATION FOR FINAL ASSEMBLY.
IN FINAL ASSEMBLY THE PREFORM THE FOLLOWING
OPERATIONS.
A. INSTALL SPLIND TUBE ASSEMBLY
B. GREASE DEARING AND INSTALL PISTON SUB AGEY
C. INSTALL ALL ITEMS TO BUILD UP TOP END OF UNIT
D CHARGE UNIT
E TEST UNIE
F INSPECT UNIT
G SHIP UNIT
en de la companya de La companya de la co
IN THIS PHOSE OF THE OPERATION THEY
APPEAR TO BE WORKING QUITE EFFICIENTLY.
THEY HAVE ALL OF THE TOOLS REQUIRED
TO PREFORM THE TASK,

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8

QUICK FIX OPPORTUNITY

A potential process improvement opportunity (P10) exists to MLG AJSY (C-5) TITLE

POINT(S) OF CONTACT: SAM RBSS

AS-19 CONDITION: RUN NOWIN STAIRS TO GET CORRECT WUT BOLT GCT. IF YOU DROP A BOLT YOU MAVE TO GO DOWN STAIRS AFTER IT. EXCHANGES ARE ALSO MADE DOWN STRIR.S

MOUE THE FASTEMERS ECT UP BY THE MECH WHO USES, THEM. TO-BE:

POTENTIAL IMPROVEMENTS: SAULUS

SAVILLES PER YEAR FIXTE 52

FASTENEES ECT BACK UN STRIES IMPLEMENTATION COST: MOVE STOCAGE UNITS FOE

SCHEDULE:

SMEALL PERTS

PAST METHOL: HAD ALL THE SMALL PART. NUTS, BOLTS ECT UP BY THE MECHANIC. FOR EASY ACCESS, THEY COULD DO A GEAR IN 48 HES

NOW ALL OF THE NUT ROLTS ECT HAVE BEEN MOVED DOLUNI
INTO THE MIC. WHEN THE PARTS COME UP THE
MECHANIC MUST SORT THE PARTS OUT. THEY ALL COME UP
IN A LARGE BAG. ALSO WHEN YOU DOOP A BOLT TOU
HAVE TO RUN DOWN A FLIGHT OF STAIRS TO PICK IT
UP OR GET A REPLACEMENT.

17 NOW TAKES 64 HOURS TO BUILD A GEATT

64-48-616 HRS 36 SG GERES / YEX 4292 / HR 1= \$38,756.32

C-5 Bocie.
THE PRESENT PROCESS FOR DISABSEMBLING THE CE
BORIB IS AS FOLLOWS.
A- THE REMOVE THE UNIT FROM THE CRATE
B. REMOVE SPICERS, BRICE CULLAR BOGIE PITCI- COLLE
C REMOVE GUDECON PIN ASSEMBLY AUD
COMPENSATOR LINK.
AFTER INTERVIEWING THE FLOOR PERSONEL AND
OBSERVEUS THEIR PROCESS THEY INICATED A QUICK FIX
OPPORTUNITY, AT THE PRESENT TIME IN ORDER TO
REMOVE THE COMPENSATOR LINK PINS, THEY HAVE ONE PERSON
HOLD THE PUNCH AGAINST THE PIN WHILE THE SECOND
PERSON STRIKES THE PUNCH WITH A. HAMMER. YOU
HAVE THE PROBLEM OF THE PUNCH BOUNCING OFF THE
BOLT. AFTER TALKING WITH THE MECHANICS AND
LISTONING TO THEIR CONCERUS, I DESIGNED A PUNCH
WHICH THEY CAN SECURE TO THE COMPENSATOR LINK
PIO. BY DOING THIS YOU ELIMINATE THE SUNCH
BOUNCING OFF THE PIN AND YOU ALSO REDUCE
THE MAN POWER BY OUE HALF WHICH WILL SAUE
THE GOUERNEUT 8,22240 PER YEAR
D R EMOUE FOWERD AXLE AND HARDWARE.

! :

QUICK FIX OPPORTUNITY

at RCC MAN PEP A potential process improvement opportunity (P10) exists to MLG ASSY (C.S.) TITLE:

POINT(S) OF CONTACT: TIZACY LLD "D

WHILE SOME ONE ELSE AS-18 CONDITION: ON PERSON HOLDS REASS ROD ON PIN POUNDS ON THE ROD WITH A HAMINGE

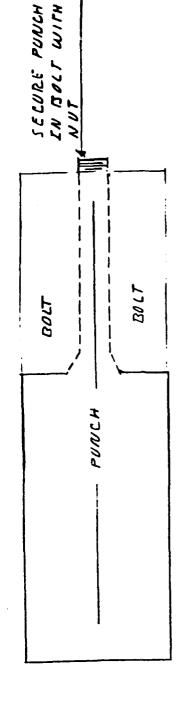
SPECIAL TOOL TO BE ATTACHED TO THE PIM SO DWE PERSON REMOVE THE MAKE A **TO-BE:**

POTENTIAL IMPROVEMENTS: SAULA 65 2.2 26.40

IMPLEMENTATION COST: 50 70 1/00,00

SCHEDUL 2:

REMOULUS OF COMPENSATOR ATTACAMS PWS ON LS BOSIE



DRIVE THE RULT IN PLACE OF TWO PEOPLE. ILSO WHERE THE PUNCH SEQURED TO THE BOLT TOOL USED TO REMOVE 46190671010 BOLT 21 BOGIE COULD WITH A PUDCH LIKE THIS YOU COVLD SECURE PUNCH TO THE BOLT. ONE PERSON THE PUNCE MOUNT BOUNCE AND THE PIN WILL BREAK LOCKE EASIETE.

C 2 MEN ILZ BOLTSJEIM BOGIESI GT JE M DUMETERETE , ZS HR / BOLTJE M7331HR) - "Z 650.4" PRESENT METHUD FRE POSED METHOD

(1 MAN) 12 ROLIS 1114 BOCK FILY BITE . DR HRSJC 47, 33 / HES. 424.08

04.722/2 801424 -

	E REMOVE AKT AXLES AND HOUSINGS.
· i	AFTER INTERVIEWING SLOP PERSONUEL, EOME O #
	THE ENGINEERS AND OBSERVING THEIR PROCESS
	THIS INDICATED A QUICK FIX OPPORTUNITY.
	AT THE PRESENT TIME WHILE REMOVING THE BOLTE
	FROM THE AFT AILE HOUSING AREA, PART OF THE TIME
	A BOLT WILL BREAK LOOSE AND TURD. WHEN THE
	HOMPENS THEY GET A SPECIAL WRENCH WHICH ENABLES
	THEM TO REACH THE HEAD OF THE BOLT, THE WELD OF
	THE BOLT IS ON THE BACK SIDE OF THE
	HOLE AND THIS MAKES IT IN ACCESSIBLE WITH
; !	ANY STANDARD TOOL. THIS PROCEDURE IS VERY TEDIOUS
	AND REQUIRES AN EXTRA PERSON TO HOLD THE
	SPECIL TOOL - IN TALK TO THE MECHAINIC IT
	WAS DISCOVERED THAT IF THEY WOULD PUT ON
	EROUGH SELLER TO WHERE IT MADE CONTACT WITH
	ALL OF THE BOLTS THIS WOULD ELIMINATE THE
· · · · · · · · · · · · · · · · · · ·	PROBLEM ENTIRELY THIS WOULD SAUE \$240,36
!	PER YEAR
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7.4

QUICK FIX OPPORTUNITY

at RCC MANIPEP A potential process improvement opportunity (P10) exists to 1372 GIE at 00 TILE

POINT(S) OF CONTACT: JOHIU KUKLIR

AS-19 CONDITION: PART OF THE MULTS TURD AS THEY ARE REMOVIANDE THE MUTS. THEY HAVE TO UTE N TOOL TO HOLD THE BOLT WHILE REMOVING THE WUT.

TO-BE: MPREV SEALUR SO THAT IT MAKES LOWINGT WITH INNER ROLTS, THIS WILL NOW THEM WILL REMOUNCE THE NUTS.

POTENTIAL IMPROVEMENTS:

SAULUS CC 1 Z 40. 35 1 1 N.C.

IMPLEMENTATION COST: 0

SCHEDULE:

BOCIE

WHEN THEY ARE REMOVIUL THE NOTSA BOLLS

SOME OF THE INDER BOLTS STED SPID: WHEN THIS

HAPPEDS THEY HAVE TO USE SPECIAL TOOLS TO CET

THE BOLTS OUT. THIS TAKE APP 1 WR.

SOLUTION.

PELT A HEAVER CORT OF ENV EVENT GRIOMENTAL

AND STOPES IT FROM TORONGE

AT THIS POINT THE PORTS HAVE ALL OF THE CORRECT W CO'S. THE PARTS ARE THEN SENT TO THE OTHER REC'S FOR REPAIR AS REQUIRED. UPON THE CONCLUSION OF THE REPAIR PROCESS BY THE SUPPORTING RCC'S THE COMPONENTS ARE SENT BACK TO THE CE AREA FOR ASSEMBLY. THE ASSEMBLE PROCESS ARE AS FOLLOWS. A CLEAN AND ASSEMBLE FUR AXLES. B ASSEMBLE BRAKE AND DITCH COLLARS I C. ATTACH AFT AXLE HOUSING AND AXLES. D ASSEMBLE SUBGEON PM CENTER LINK AND COMPENSATOR LILE LE TORQUE ALL BOLT PER SPEC F Touch up PAINT, OC ACCEPT AND Ship. AFTER WATCHING THE MECHANICS TORQUE DOWN THE BOLTS ON THE AFT AXLES WITH AN INCH POULD TORQUE WRENCH I SAW A QUICK FIX OPPORTUNTY. IN PLACE OF THE INCH POUND TORQUE WRENCH AND THE PNEUMATIC & IMPACT WRENCH. I WOULD SUCCEET A PREUMATIC TORQUE GUN. WITH A PHEUMATIC TORQUE GUN YOU WOULD ELIMINATE OVER TORQUING OF THE BOLTS WHICH WEAKENS, THE BOLTS BY STRETCHING THEN PASS A SAFE LIMIT. IT WOULD ALSO ELIMINATE THE HAND TORQUING OPERATION. THIS PROCEDURE WOULD PRODUCE A STRUCTURALTY SAFE UNIT

27

QUICK FIX OPPORTUNITY

A potential process improvement opportunity (P10) exists to ROGNE ASSY TITLE:

POINT(S) OF CONTACT: TRACY LLUYO.

CHECK WITH TOROUR WIREMEN IF TO TICHT LODSEN 4 RETOLAUE, IF THE BOLT IS OUER TOTABUED IT STRUCTURAL DAMAGE TO THE BOLT AS-IS CONDITION: TICHTE W BOLTS DOWN WITH 3/8 IMPACT CAUSE

AIR TORBUE GUN THIS WILL RIW THE BOLT DOWN TO THE CORRECT TORBUE USE TO-BE:

EVERY TIME

POTENTIAL IMPROVEMENTS: 54 FE12 DOGIE UNIT

IMPLEMENTATION COST:

SCHEDULE:



THE TORQUING OF BOLTS.

ON THE BOSIES WHEN THE TIGHTEN DOWN THE BOLTE HOLDING THE ARLE HOUSING TO THE MAIN BOGIE GEAM. THEY RUN THESE BULTS DOWN WITH AN IMPACT WRENCH. A FEW BOLTS USUALLY GET OUGH TIGHTEN.

THIS CAN DRINGGE THE STRUCTURAL STRENGTA OF THE BOLT.

I WOULD SUGGEST A FORQUE CONTOR IMPACT WEENCH.
THIS WRENCH COULD BE SETFOR THE CORRECT TORQUE
OF THESE BOLTS. THIS WOULD ELIMINATE OVER TOROUME
AS WELL AS THE SECOND OPERATION OF CHECKING THE
TORQUE.

THE C 5 NOSE LANDING GEAR THE CS NOSE LANDING GEAR IS A UVIQUE GEAR. THE WORK LOAD IS GREATLY REDUCED 'IN COMPARISON TO THE MAIN LAUDING GEAR. THE DISASSEMBLY AND ASSEMBLY ARE BOTH ACCOMPLISHED AT THE SAME WORK STATION. THE PROCEOURE FOR THE DISASSEMBLY IS LE FOLLOWS A- REMOVE FROM CRATE B PLACE IN FIXTURE IC REMOVE AXLE NUCS, SPACERS, UPPER AND LOWER CONTROL ARMS. D. REMOVE ORIFICE TUBE FROM OUTER CYLINDER. E REMOVE STEERING COLLAR ASSEMBLY F REMOVE OUTER CYLINDEN GREMOUE AND DISASSEMBLE HIGH PRESSURE PISTON. H DISASSEMBLE LOCK UP ROLLER ASSEMBLY I CLEAN PARTS AS REQUIRED BY HAND. J DO ALL THE PAPER WORK AND ATTACH THE CORRECT webs to THE PERTS, K. ROUTE THE PARTS OUT TO THE OTHER RECE'S FOR REPLIE AS REQUIRED. FROM WHAT I COULD ASCERTAIN THE DISFESEMBLY PROCESS HAS BEEN REFINED AND LE WORKING SMOOTHLY

THE PARTS WHICH ETCY ID THE AREA ARE WASHED BY LAND. THEY THEN INSESET THE PARTS THE GOOD PRETS ARE PUT BLCK INTO THE SISTEM. THE REST OF THE PARTS ARE THEN ROUTED THRONG THE CORRECT WCD'S FOR REPAIR ONCE ALL OF THE PARTS HAVE BEEN THROUGH ALL OF THE REQUIRED ROC'S AND ARE BACK INTO SERVICEABLE CONDITION, THEY ARE THEN ROUTED BACK TO THE C. AREA FOR ASSEMBLY. THE OPERATOR MUST FIRST GO THROUGH AND CHECK ALL OF THE PARTE TO INSURE THAT THEY CON BE ASSEMBLED PROPERLY. HE CHECKS FOR NICKS AND BURES, AND THAT ALL REQUIRED SURFACES ARB FREE OF FOREIGN MATERIALS AND THAT THE PLATING 12 ONLY IN REQUIRED AREAS, WITH OUT OURR RUNS . ONCE THIS TASK IS COMPLETED HE IS READY FOR THE ASSEMBLY PROCESS. TO REASSEMELS THE UNIT THE OPERATOR Follows the following process. A-CATHERS COMPONENTS FOR HIGH PRESSURE PIETON ASSEMBLY AND THEO ASSEMBLE THE UNIT. B- TEST THE HIGH PRESSURE PISTOD ASSEMBLY

	C- PREASSEMBLE THE OUTER CYLIDOER AND
	PISTOD AXLE ASSEMBLY. A SSEMBLE EXTERNAL
	PARTS TO the OUTER CYLINDER.
	D. INSTALL THE HIGH PRESSURE PISTON
	ASSEMBLY INTO THE PISTON AXLE ASSEMBLY
	E. BUILD UP PISTON AXLE ASSEMBLY O.D.
	F INSTALL PIRTON AXLE ASSEMBLY INTO
	OUTER ASSEMBLY AND TEST.
	G DRAIN AND TOUCH UP PAINT
	A FINAL ACCEPTANCE
	II 2416'
	official and the second of the
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-	11
- · · · · · · · · · · ·	
<u>-</u> ,	4

· ·	WHILE TALKING TO THE MECHANIC LINO HAS
	THE RESPONSIBILITY FOR 7 C5 NOSE GEAR,
	HE INFORMED ME OF SOME OF THE PROBLEM
:	WHICH HE ENCOUNTERS WHILE ASSEMBLING THE
	GBAR.
	1 - THERE IS A PROBLEM WITH THE ASSEMBLY OF AND
	OLD BOLT AND A DEW PART TOCKTHER THE OLD
	BOLT COULD BE PLATED TO ITS MAXIMUM TOLERANCE
	AND THE NEW PART'S HOLE COULD BE AT MINIMUM
	TOLERANCE, WHEN THIS OCCURS THEY CAN HAVE
	A VERY TIGHT FIT. IN SOME APPLICATIONS THIS
	13 NOT DESIARLBLE AND HE HAS TO SORT THEOSCH
	HIS INVENTORY OF BOLTS UNTILL HE FINDS ONE
	THAT WILL ALLOW THE PORT TO FUNCTION
	CORRECTLY
·	Z. WHEN THE LOWER CAM ASSEMBLY COME BOCK
	TO THE C-5 AREA THE PARTS HAVE A VERY
	RUFF FINISH. THIS MEANS IT HAS TO BE
	SANDED SMOOTH SO THAT IT WILL SLIDE INTO
	THE NOSE GEAR.

BURRS ON IT AT ALL, II MUST BE DEGURRED BURRS ON IT AT ALL, II MUST BE DEGURRED BY HOW, IF THE PART HAS TO BE REALODINED AND THE PART IS NOT PROPERLY MASKED, USON THE RETURN TO THE CS AREA THE OPERATOR WOULD HANG TO REMOVE THE EXCESS BY HOUD. FROM WHAT I HAVE SEEN THE DEED BETTER COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTER COMMUNICATIONS WITH THE OTHER REC'S THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLISTHEM TO COME UP WITH SOLUTIONS WHERE EVERY QUE WOULD BENEFIT. IF FEEL THIS WOULD BE A BENGERIT TO ALL OF THE REC'S	_	
BURRS ON IT AT ALL, IT MUST BE DEQUERED BY HOW, IF THE PART HAS TO BE REALODINED AND THE PART IS NOT PROPERLY MASKED, UPON ITS RETURN TO THE C5 AREA TRE OPERATOR WOULD HAUGTO REMOVE THE EXCESS BY HAND. FROM WHAT I HAVE SEEN THE DEED BETTER COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTER COMMUNICATIONS WITH THE OTHER REC'S THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. IF FEEL THIS WOULD BE		3- WHEN THE UPPER CHM COMES DOWN 17 17 HES
AND THE PART IS NOT PROPERLY MASKED, UDON ITS RETURN TO THE CE AREA TAG OPERATOR WOULD HAUGTO REMOVE THE EXCESS BY HOND. FROM WHAT I HAVE SEEN THE DEED BETTER. COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTER COMMUNICATIONS WITH THE OTHER Rec's THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENEFIT TO ALL OF THE REC'S	. 	
AND THE PART IS NOT PROPERLY MASKED, UPON ITS RETURN TO THE CE AREA TAG OPERATOR WOULD HAUGTO REMOVE THE EXCESS BY HOND. FROM WHAT I HAVE SEEN THE DEED BETTER. COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTER COMMUNICATIONS WITH THE OTHER Rec's THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENEFIT TO ALL OF THE REC'S		BY HAND. IF THE PART HAS TO BE REALODINED
HANG TO REMOVE THE EXCESS BY HOND. FROM WHAT I HAVE SEEN THE DEED BETTER. COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTER COMMUNICATIONS WITH THE OTHER Rec's THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENGEFIT TO ALL OF THE REC'S		
FROM WHAT I HAVE SEEN THE DEED BETTER COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTER COMMUNICATIONS WITH THE OTHER Rec's THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENGETT TO ALL OF THE REC'S		TIS RETURN TO THE CS AREA THE OPERATOR WOULD
COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTBE COMMUNICATIONS WITH THE OTHER ROC'S THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENGETIT TO ALL OF THE ROC'S		HAUG TO REMOVE THE EXCESS BY HOND.
COMMUNICATIONS AND TRAINDING, IF THEY HAD BETTBE COMMUNICATIONS WITH THE OTHER ROC'S THEY COULD RESOLUE A LOT OF THEIR PROBLEMS, THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENGETIT TO ALL OF THE ROC'S		
BETTER COMMUNICATIONS WITH THE OTHER RCC'S THEY COULD RESOLUE A LOT OF THEIR PROBLEMS. THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENGETIT TO ALL OF THE RCC'S		FROM WHAT I HAVE SEEN THE DEED BETTER
THEY COULD RESOLUE A LOT OF THEIR PROBLEMS. THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENEFIT TO ALL OF THE RCC'S		COMMUNICATIONS LOD TRAINDING . IF THEY HAD
PROBLEMS. THIS WOULD ENABLE THEM TO COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE A BENGEIT TO ALL OF THE RCC'S		BETTER COMMUNICATIONS WITH THE OTHER REC'S
COME UP WITH SOLUTIONS WHERE EVERY ONE WOULD BENEFIT. I FEEL THIS WOULD BE	- ·	THEY COULD RESOLUE A LOT OF THEIR
WOULD BENEFIT. I FEEL THIS WOULD BE		PROBLEMS. THIS WOULD ENABLE THEM TO
A BENGEIT TO ALL OF THE RCC'S		COME UP WITH SOLUTIONS WHERE EVERY ONE
		WOULD BENEFIT. I FEEL THIS WOULD BE
		A BENGEIT TO ALL OF THE RCC'S
		* *
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		.!
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ALL OF THE BUSHINGS MUST BE CLEANED AND ALL OF
THE PASSACES CLEARED. HERE YOU NEED BETTER
COMMUNICATION WITH THE OTHER REUS. I FEEL THAT
THAT NOT EVERY ONE KNOWS WHAT IS REQUIRED TO
PRODUCE AN ACCEPTABLE PART.

S. THEY HAVE PROBLEMS WITH THE OUTER CYLINDER.

THERE IS OFFEN PLATING ON THE INSIDE OF THIS

CYLINDER. IF THIS IS NOT REMOVED MITHERE

B. A. LEAKER. I FEEL THAT IF THE TWO RCCS

HAD BETTER COMMUNICATIONS AND WOULD WORK

TO GETHER THEY COULD EIMINATE THEIR PROBLEMS.

MOST ALL OF THE PROBLEMS WHICH THE OPERATOR.

TOLD ME ABOUT AND SHOWED ME THE PARTS COULD

BE ELIMINATED IF ALL THE RCCS WOULD WORK

TOGETHER. I WOULD ALSO HELP IF THERE WAS

ON PERSON RESPONSIBLE FOR THE COMPLETE OPERATION,

INCLUDING THE COUNT AT THE END OF THE QUARTER.

AFTER TALKING TO THE			
HELP WE CAME UP WITH			_
REPRESENTS TO MORE	REALIS TI	C PICTURE OF	
WHAT THE ARE ACTU	PLT TY DO	1116,	
	r mar i mar i		
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	-	· · · · · · · · · · · · · · · · · · ·	
			

DILG FTRUT DISASSY

- S SETTOUE STRUT FROM SHIPPING CRATE AND PLACE IN

 NEG STAND AND DRAIN HYD, FLUID FROM UPPER EXAMETE
- O REMOVE AND DIEKTEMBLE AND NOTS: AXLE SPACER, AXLE SPACE
- REMOVE RETREAT ARM ATTACH BOLTS, REMOVE AND DISKSENELE RETREAT ARMS, REMOVE DUST LOVER FROM TRUNNIONS
- LO FEMBUE NUT FROM TOP OF OUTER CHLINDER AND PUSH DRIFICE
 TUBE INSIDE OUTER CYLINDER, UNSCREW PRIKING NUT FROM
 OUTER CYLINDER AND SEPARATE
- 25 REMOVE AND DISASSEMBLE SPACER ASS Y REMOVE STEERING LOLLAR ASSY REMOVE THE FIREZ LINED BUSHING FROM THE COLLAR Z.D.
- 30 PEMINE TRUMBIEN PINS FROM DUTES LYLINDER REMOVE CUTER LYL FROM STRARS AND PLACE IN R "V" LART REMOVE TRUMBILDA BUSHINES.
- 35 REMOVE DRIFICE SUPPORT TUBE FROM PISTON AND ESC.
 DISKSSEMBLE .O.D. AND E.D. OF PISTON ANDE. REMOVE
 AND DISASSEMBLE HICH PRESSURE PISTON
- DISASSEMBLE UP LOCK ROLLER ASSY. REMOVE FIBER LIVED
 BUSHINGS AND WIRE TO PISTON AXLE IF NOT DIMPERED MACE
 ALL SMALL PARTS IN CLEANING BESKETS SER STEEL FROM ALDRE
- LLEAN PARTS BY HAND WASH AND VISUALLY INSPECT ALL
 COMPONENTS BEING STORED FOR REUSE AND
 SETUICEARIUTY BEFORE STORING
- 45 FINEL ACCEPTANCE OF WORK CONTENL DOCUMENT, FOR COMPLETIVES
- SO FINKL VISUAL PRODUCT INTESTIBLY

STRUT ASSY YUKE PREASSY

- 15 FLACE YOFE UPSIDE DOWN IN YOKE FIXTURE AND INSTALL
 TO RING AND THRUST WASHER ENVIRONMENTAL
- INSTALL BALL SLREWS IN SPROCKETS, PLACE THRUST REARINGS
 RADIAL BEARING AND RETAINERS INTO THE BALLSEREW BUEE
 ALONG WITH COMPLETE BALL SCREW SPROCKET ASSY

NOTE MUST SET FOR 24 HES

LE MAIN LAW DIN L. C. C.

PEEASSEMBLY

- ZE PLACE YOKE ASSY IN PREKSSY STRUC AND ENSTALL CUTER CH.
 RUD ELECT INSERT RECORDING TO PROPER CONFIGURATION
- 30A BUILD UP POSITIONING COLLAR WITH BRACKETS LOCK CYLINDERS, FITTING & HIDRAULICS LINES.
- 308 INSTALL CENTER LENSOR, TARGET & BRACKETS, SEAL THRUST WASHER, INSTALL PLUGS SEAL INSERT, SEAL SENSOR BRACKET
- BULKHERD BRECKETS & FITTINGS. INSTALL
- JOD INSTALL BRAKE LINES AND CROSSWIND TUBING
- 30E BUILD UP ROTATION MANIFOLD WITH ALL THE FITTINGS. BUILD UP CROSSWIND MANIFOLD WITH ALL FITTINGS. INSTALL MANIFOLDS BUILD UP ALL LINES OF FRONT OF GEAR
- INSTALL CROSSWIND CYLINDEES. ANTI ROTATION BOLTS
 AND APEX SHAFT, INSTALL LINEAR SHUT OFF VALUES FITTINGS
 AND HYDRAULIC TUBING, FLEX LINE
- INSTALL CHAIN DRIVE, CHAINS AND SET CHAIN TENSION

 CREASE GEARS, DIL CHAIN AND INSTALL CHAIN COVER AND BRACKETS

 BUILD UP KNEELING SYSTEM WITH GEAR BOX HYDRAULIR MOTOR

 BRAKE AND FITTINGS AND INSTALL ON LANDING GEARS.

 BUILD UP KNEELING AND UNKNEELING SYSTEM HYDRULIC

 CRIVE LINES AND INSTALL ON GEAR
- HARWARE, FITTINGS AND FLEX HYDRAULIC LINES
- COMPLETELY INSTALL ELECTRICAL HARDESS ASSI, INCLUDES

 CRIMFING TERMINALS. CONCECTING TERMINALS, INSTALLING

 SWITCHES, ROUTING CONDUITS AND DO PRE-ASSEMBLY TESTING
- USLIE TRELE ON PRIE 9-4 IN T.O. 451-98-3

MRILI LABBILUG GERR FINAL ASSEKRALY

SO MOVE STIRUT INTO TEST STAKED AND SECURE IT, CLEAR I.D.

OF OUTER CYLINDER TO REMOVE ANY AND ALL FOREIGN

MRTERIAL OR TO ASSEMBLE OR CLOSE

55 160

ASSEMBLE ALLITEMS REQUIRED TO BUILD UP THE O.D. OF THE PISTON SUB ASSY CINNER CYL. I INSTALL SALIED TUBE ASSY.

INSURE THAT ALL ALIGNING MARKS ON ALL ITEMS ARE PROPERLY ALIGNED. INSURE THAT ALL TABS ARE LOCKED PROPERLY

- GREASE I.D. OF OUTER AND UPPER AND LOWER BEARINGS AND INSTALL PISTON SUBASSY IN OUTER LYLINDER AND LOCK IN PLACE
- INSTRUCT ALL ITEMS USED TO BUILD UP THE TOP END. FILL UPPER CHAMBER WITH 13 H/- GALS OF HYD FLUID. STROYE STRUT TO REMOVE TRAPPED AIR.
- CHARGE STRUT WITH ZSOO + 1 P.S. I IN. LOWER CHAMBER AND 475 + 1- IN. UPPER CHAMBER ALL PRESSURE TO STABILIZE APP BOX 30. MIN.
- USING A TOTALIZING VESSEL AT LOWER CHAMBER ALLOWABLE LEAKAGE IS 100 CC IN 1 HOUR WITH APPESSURE GRUGE.
 THELE SHALL BE NO LOSS I GRIN FROM: UPPER CHAMBER
 FOR 1. HOUR.
- CYCLE CROSSWIND LYUNDERS IS TIMES AT 3000 P.S. I AND
 CHECK ALL HYDRAULIC LINES AND TUBES THERE SHALL BE
 NO LEARAGE AT ANY LOUNECTION
- CYCLE STRUT ZS TIMES AT 300 P.S. T. TO CHARGE ALL HYDRAULIC LINES AND CYLINDERS. PERFORM LOW PRESSURE RUTATIONS TEST AND RECORD PRESSURES

IBRLL SCEEL	I RIGEINE AND SAFETY WILL DOG STOPS AN
INSTALL FLU	NO TRANSFER HOUSING IN FLIGHT BRAKE SYSTEM
RCIL PIN RSSY,	, SIDE BRALES, RETARCT ARM A TRUNUNUM PIN
INS F.L MO	WIRE CANNON PLUCS. REMOVE SUIT FROM STATI
CLEAU OF AL	LL EXCESS, GREASE, OIL AND DIRT FORM ENTIRE
STRUT. DECAL	AND TOUCH UP PRINT AS REQUIRED
INSPECT STRU	IT ALL OVER FOR RUBBING AND CHREING HYD.
LINES. WRAP	AND PROTECT ELECTRICAL LAUNCH PLUCS
FINAL ACCEPTA	WEE OF WORK CONTROL DOCUMENT FOR
COMPLETENES	SS AND ACCURACY OF ALL PRECEDING
OPERATIONS	7415 753

FINAL PRODUCT VISUAL INSPECTION AND FLACE IN BOX

- 120

	BUCIE SELTI ISSY
1	FRE-ASSEMBLY CLEAR. INSUDE THAT ALL GREASE FASSAGES IN CENTER BEAM ARE ABLE TO TAKE CREASE
1	LIGANIERCES PRITT FROSTI FWD ARLE SC ARLE SLIDES FREELY INTO POSITIONS ON LENTER BERTT. BUILD UP FRONT ARLES
1	INSTALL BRAKE COLLAR, PITCH COLLAR SAFTEY STOP FITTING SAFTY STOP ALD PITCH STOP
	REAM BOLT HOLES AND ELERN FLANCES
1	THE HE ETLES. RECESSED AND FLAT WASHERS AND
	ATTACH AFT AYLES BOTH SIDES
5	CHECK GUDGEON MIN TO ASSURE GREASE FITTING OULIFICATION HAS ESEN ACCOMPLISHED. CHECK UDGEON ATTACH BUSHINGS FOR PROPER ALIGNMENT OF GREASE ZERKS
	TTACH GUCSEON PIN TO LENTER BEATT. CONNECT COMPENSATOL
	UILD UP TRACE ROLLER BRACKET AND LOCK ROLLER TTINE INSURE THAT SPACER PINGS AZE ATTACHED BEFORE CRATINE
יסיו	ROUE ALL BOLTS PER SPEC
10	OULH UP PRINT RUD MEYE DECAL

SET BOSIG IN CRATE

POGIE BEAM DISASSEMBLY

- 5 REMOVE BEAM FROM SHIPPING CRRIE AND PLACE IN DISASSEMBLY STAND
- 10 REMOUE AXLE SPACERS BRAKE LOLLER, BOSIE PITCH
 COLLAR, SAFETY STOP FITTING, AND SAFETY STOP
 FROM FUND AXLE. ATTACH WORK CONTROL BOSUMENTS
 AND ROUTE
- 15 REMOVE COMPENSATOR LINK. ATTACH BOLTS AND LINK. REMOVE
 GUDEECH PIN ASSY FROM LENTER BEAM. ATTACH WORK CONTROL
 DOLUMENT AND ROOTE.
- 20 REMOUE ALL ATTACHING HARDWARE AND FITTINGS, REMOUE BRACKETS
 AND CLIPS FROM FWD AYLE. REMOUE FWD AYLE ATTACH WORK
 CONTROL OCCUMENTS AND ROUTE.
- ZS REMOUE AFT AXLE ATTACH BOLF, WASHERS AND NUTS. REMOUE AFT AXLES AND ATTACH WORK CONTROL DOCUMENT AND ROUTE
- 30 LIFT BOGIE CENTER BEAM FROM BOSIE STAND RAISE TO THE UERTICAL POSITION TO REMOVE ALL LOOSE MATERIAL FROM INTERIOR ATTACH WORK CONTROL DOCUMENT AND ROUTE
- DISASSEMBLE TRACT ROLLER BRACKET AND LOCK ROLLER
 FITTING REMOVE ALL PIUS AND BUSHINGS. ATTACH WORK
 LONTROL DOCUMENTS AND ROUTE
- 40 FAUR WASH THE PARTS WHICH STAV IN THE AREA. SORT THEM

Some of THE PROBLEMS THAT WERE BEOUGHT
TO MAY ATTENTION BY MANGEMENT WERE:

1 Scheduling Should Go to the Meetings
WITH PRODUCTION, THIS WOULD MAKE IT

50 EVERY ONE WAS WOCKING ON THE
SAME HOT SHEET.

2. WHEN THE OVER HEAD CRADE ARE TAKED OUT OF

SERVICE BY CE FOR THEIR YEARLY REPAIR IT

TAKE THEM THREE DRY TO COMPLETE THIS

OPERATIOD. THEY ONLY WORK DAYS.

IT WAS SUCCESTED THAT A MOA (MEMORAN DUM _

OF AGREEMENT) FOR ARRUND THE CLOCK SUPPORT

UNTILL THE PIM IS COMPLETED. THIS WOULD

MINIMIZE THE AMOUNT OF DOWN TIME INCURRED

BY THE PRODUCTION FLOOR.

3. PARTE SHORTOGE.

THEY NEED A BETTER TRACKUE AND SCHEDULINE

SYSTEMS. THERE IS A MAJOR PROBLEM WITH

GETTING THE PARTS TO ASSEMBLY ON TIME,

THEY TOLD ME ABOUT A SYSTEM THAT THEY

USE TO HAVE CALLED M. J. T. IT WORKED

VERY WELL UNTILL THEY STARTED TO PULL

THE PEOPLE OFF OF THE SYSTEM AND PUT

THEM TO WORK ON THE PRODUCTION LINE.

WHEN YOU DO NOT HAVE PEOPLE TO INPUT THE DATA INTO THE SYSTEM, THE SYSTEM CEASES TO FUNCTION. YOU MUST BE DEDICATED TO THE SYSTEM YOU INSTALL TO INSURE THAT IT WILL BE SUCCESSFUL. IN TRACKING THE C5 PARTS ONCE THE PARTS HAVE GONE THROUGH THE OVEN THE PERSONNELL REMOVING THE PARTS DO NOT KNOW ALL OF THE DIFFERENT PARTS THAT COME THROUGH THEIR AREA. THERE FOR YOU ARE RUNDING A GOOD POSSIBILITY OF NOT GETTING THE CORRET PRPER WORK WITH THE PART!

Struts
Bob Willbanks - strut Assembly -2797

Nathan Hawkes - strut test -2797

Dove Bennion - strut supervisor -2797

A

Brakes

Vern Martinez -2797 - Resin Impregnation, Brake Housing Insp.

Pat Alexandere -2797 - Brake Assembly and test.

Elmo Beaver (Beaver) - Brake plate riveting

2797

Ruth Love 2797 - Brake Cylinders and adjusters

Max Bates 2797 Brake supervisor

wheels

Joss Murray - 2797 - wheel race installation Brent Sandors - 2797 - wheel balance Charlie Fowers - 2797 - wheel Assembly Bob Berger - 2797 - wheels supervisor.

PAINT

Willey Gutierrez - wheel and brake paint

Dave trujillo - 2797 - wheel touch up at strut paint.

John Cole - 2797 - strut prepaint

Ron Klien - 2797 - Paint Supervisor

Scheduling

Leonard Pott -7146 - strut scheduling

Jim Colvin -7147 - wheel t-brake school.

Planners

Larry Price -3255

- MRP II dela.

Maintainence

GARRY Watson - 2744

- Scheduled and Unscheduled Manda rever

RCC - MANTEP - Strut Assembly

Function: Assembly of Landing stonds

Workload: Workload does surge from Quarter to Quarter booking to end of each Quarter. Surge is affinibilited to parts for recreved from per backshops

Mechanics work on Individual strut assemblies from start to Finish. A few there is a dedicated test mechanic for testing. Some Mechanics prefer to test their their own assemblies. If pour fails, assembly goes back to original Mechanic. If mechanic goes on vacation, Assembly waits for Mechanic to refuser. Assembly time ranges from 3 to 12 hrs per assembly. Foruman, Dave Bernion feet that the number of mechanics (16) to adequate for the current workload

Process:

This group assembles 30 to 35 unique struct Assemblies. The mechanics are cross trained to work on all struct assemblies. Some Mechanics prefer certain assemblies, However, each has been or 10 in the process of being trained on each assembly.

manfower.

Forman Dave Bennion, feels that the number of employee Mechanics adequate for the current workload. The mechanics works a Day short only. It is In gen the Mechanics feel that they do not have enough training. They would like to see a Sormal training program.

The Mechanics must be "certified" to work on a particular Elmet by himself. The "Certification" is based upon the formans impression of the abolity of that particular prechan machanic.

There is no tormal "Certification" process. It training for Sor as I was able to decern the training process consists of working along side a mechanic that has expensive with that assembly for 2 weeks then the appendix inoxperienced mechanic is on his own.

Equipment: The assembly area does not have about a specialized equipment other than specialized assembly tools. In General the equipment consists of a vice stands, work bench and July crone for each Mechanics position. This equipment is very robust and is not prone to breakdown.

Engineerius: Response time of chaineers in when requested by support the porcon people us excessive. The response time is on the order of 2 days, before arrival on site sometimes longer. The Assembly is pushed off to the side with arrival of engineer. Mechanic does work on another assembly dutit in meantime. Engineering responsibility is determined by preduct live/weapons system.

terescold 1) Flow of parts from backshops

Acars

Documentation is sometimes inadequate. T.O.5 (technical orders) are very vague and need to be expanded in much greater detail Example. T.O. for B-52 Tip Gear Says "Assemble in opposite order as disascembly exer except for the bollowing Notes..."

Documentation is also outdated in some cases. Part numbers have been changed and the T.O. had not been updated.

Percieved Flot Problem area's:

1.) Parts from backshops

lack of awards awarlable parts on work that floor is a problem to completing Jobs on time. It also sometimes from backshop Parts Comming from backshop do not armue on in time for scheduled bould.

- many times when the thechain Mechanic Fettrico to assemble the parts, the parts to not set together (ic inner to outer cylinder intoserence, Brackets, Buedings, Etc.) the Mechanic tren must newer the parts to make them Sit. He the Mechanics generally do not take the parts back to the machine shop because of the fire involved and the impact to his effectiveness (Did he meet his standar hours requirement) This is not the correct way to read the problem, yet it is how they resolve it.
- 2. Documentation inadequate and/or outdated.
 Assembly documentation does not go into enough
 detail and/or uses incorrect pait numbers.
- 3. Engineering response time Excessive response time leads to assembly delays.
- 4. Environmental Factors
 a. Temperature
 During the summer months the temperatures
 on the work floor have approached 95-100°F.
 Productionly falls when it is uncomfortably hot.
 - b. Workspace when parts are issued to the floor, the large parts are placed on carts, the smaller

Parts are placed in plastic bins and the on that are then placed on the casts. Three carts are then rolled out onto the production floor. It he carts back up and take up floor opace foreing the mechanics to work in cramped spaces. also, some work bunches are placed close to letes dorcing the mechanics to avoid pectodrians while working. The MIC department is responsible for issues parts and is not supposed to issue this with ooked for the thousand have kits are placed on the thor anyway.

Training lack of formal and IN-Depth training program or each assembly type

6. Tooling /tools suggestions
Several mechanics had memode tooling recommendations
for special tools that would make their job easier
and of higher Quality. Some C In some cases
The suggestions were approved but never implimented.
In other cases, No response was recieved at all.
All IN All, Tool recomendations are

Potential Contacts

Lt Breeze
Wr Greenill / Product Line Engineers

Swazce
Zupich

7. Insufficient lighting. Sometimes it is difficult to see small details that are critical to the assembly process. Improved (brighter) would help in this area.

Additional RCC Information:

Clarifycation on Antement "If mechanic goes on .Vacation, Assembly waits for Mechanic to return.

- 1. When a mechanic goes on vacation, the other Mechanic do not want to work on his strut. The reasoning is that the Mechanic who finishes the Jose does not want to be responsible for the previous Mechanics work This situation is not good because the unfinished strut occupies valuable space. Also, The unbinshed strut represents Money that is tied up. Thispiping the strut would result in Meching resolvated workload and payment to the reprie facility
- 2. Mechanics training—
 The strut assembly mechanics feel that they do not have enough training. Due to the wide variety of strut types, It is distinct to become familiar familiar with the intricate details of each strut. Having an experienced mechanic (who is familiar with the strut being worked on) to guide the mechanic, who is not familiae with the strut, would be a good training process.

PCC - MANPGP - Strut test

Function: Testing of tathy Fully and spartially Assembled Landing Struts

workload: The workload is the same as strut assembly with the exception that the assem of No missing parts. The work surses at the beginning of the analysis at the beginning of the end of the Quarteen

process: Testing entails pressurizing the cylinders at low pressurizing the cylinders at low pressure. The feneral test requirements. The General test requirement contents is No leakage. In General, the test criterion is

Manpower: A mechanic has been dedicated for the test area. Some mechanics preture to test their own assemblies. Training was not indicated as a problem in this area.

Equipment: The equipment is old and has had problems operating up to the teoting requirements. Here there are no safety interlocks and it is possible to the prossurize the affinder to a high twel before it is proporate. The test Area equipment consists of 2 separate text thanks. The Armonde consists of anydrawlic pump and the associated supply lines, Residences is leading to a manifold arrangement that allows concurrent texture of multiple with Assomblic

when the unit is tradity touted, the pressurization touted to state is used to pressurize when the dect unit is used to pressurize as mostiple units at one time the vate of pressurization is very slow. The vate of the pressure The speed of pumping

when the test unt is cold, achieving ultimetre pressure is possible. As the unit warms up it becomes increasingly difficult to maintain the required ultimate pressure.

One of the test units pressurizes the missle erector test stand which (6 located Approximately 100 St from the pressur zation unit. A significant pressure drop (22 1800 psi.) 40 15 union theorem realized along this distance.

Engineering: None required except for test procedures Support and requirements in Technical Orders (TO's)

> The rate at which all is premped out of the affinder to after testing is also slow.

- 1. Fnability to reach desired pressure level (ultimate psi)
- 2. pressurreation rate
- 3. pump out (scavenge) rate.

Piós

- 1. Modernzed test stands.

 a. Nigher capacity (ultimate pressure and flow rate)

 b. automation automatic Test equipment

 computer controlled testing

 advantages testing

 1. Safety
 2. No operator error

 3. Speed Tempet thruput
- 2. Current test stand could be moved closer to and used exclusively for mussle creeton test stand. In area in case needed for backup.

RCC - MANPGP - Paint Area's

Function: Painting of Strut, brake and wheel components.

WORLDAD: Eurze and slack at end and begining of Quarters

Process: The painting area go consists of 4 sub area's 1. Strut Pre Mary 2. Strut Post Assy 3. wheels to brake pre Assy 4. Wheels post Assy touch up

- He short pre assy paint, area's of the strut are pointed that well be inaccessable after assembly. Examples of area's are that need to be painted prior to assembly are more of inner the inside of the inner cylinder (Not in area exposed to hydroulic out)
- 2. At Strut poot Assy paint, the exterior extenor non sealing or bearing Cosmotic surfaces are painted. This is turnly paint for struts. This is the last operation prior to shipping.
- 3. At wheel and brake pre aprop paint, wheels and brake are primed and populad or required. He start powers this drea is shown on the accompanying flow that The point process is shown in the next chart the flow thru the various areas are shown in the 1 % next few flow charts.
- 4. Wheel post assembly touch up is Ir touch up of scratches and Dings Coentratic only
 - This area is well thought out and appears to be run very excently

Manpauce :

1. Strut Pre-Assy is thanks wetter I person, day shelf only.

- 2. Strut poot Assembly is managed with 5 parties,
- 3. Wheel and bruke pre assembly paint in staffed with 3 people in day shift and 3 people during swing shift.
- 4. Wheel touch up, stelled by one person.

The supervisor, Ron Klien, Self that the current Stating was adopute.

Equipment: Alot of the paint booths have leaks and holes in the sides due to rust, corroson or rotting. They have been patched as necessary. Some booths are on the verse of failure. Preventitive maintainence should be implimented. the wheel and brake and olso the strut paint lines use the overhead conveyor system to more parts. The wheel and brake system holds conveyor system tolds has \$643 carriers. When I'd the parts are small 2 parts may be loaded per carrier. If the parts are large, line, aby I part is looked per corner due to part size.

The carrier on the wheel and brake line may be a limiting item. At times the saint operator can paint all of the ctems on the conveyor system and then has to wait for the paint to day befor dry/tack

before starting the next step. A second track or staging area would make it possible to load enough parts such that at far the campletian of the first the step, the Livet parts would be ready for the sent second step. (ie at completion of priming, the first items primed would be ready for the Coat) This is effectively increasing the batch size.

the struct paint area has a perinoperable paint booth that been installed since December 1980 that has been would allow Exhaust ductwork for 2 months. The Completion of this bookh would allow Currently both the first and second coals of paint are applied in one booth II the booth were completed the first coat could be applied in the first booth and the finish coat would be applied in the second booth allowing time for the first coat to tack. This would improve the Ruality of the appearance by decreasing the Change of Runs, good allow the for a backup booth should the first one breakdown go down due to scheduled or unscheduled maintainers

Engineering Support:
The only engineering support needed in this area is the upgrading of the T.O.'s. Dues time. An Example of the change is switching to 2 part poly wethane point. With this change and the corresponding change in paint thickness, different areas of the wheel needed to be masked. This information was communicated directly to the painters and has not been incorporated into the Technical Orders. I am sure other

discrepances exist, this is one I know for sure.

Perceved problem area's

- 1. Strut paint area.

 a) Paint booth down all thet remains to ke done
 is the dutwork out to the outside environment. A

 Small Job that has not been completed.
 - b) Insefficient supply of paint. One of the major complaints in the paint area is "not enough paint" I believe larger larger amounts of paint should be stocked in order to reduce this problem. This along with monitoring the amount of paint used would go a long way in allieviating this problem.
 - c) lack of periodic maintainence on paint booths
- 2. wheels and brakes
 - a) supply of paint (same as b) above)
 - b) overhead conveyor has limited capacity (in terms of the of items per load) (in Bootch size) this item limits surge capacity of wheels and lovakes
 - c) Puring cool weather, (ie water time) parts are difficult to paint due to the temperature of the items being painted (ie parts). A oven the useage of an oven would be benificial during periods of Cold. (The painters in the strut paint area also mentioned the difficulty in painting during cold weather.)
 - d) No formal training. No training on "proper" painting technique or for showing critical arca's of each post that need to be or should not be painted.
 - c) T.O.'s not up to date.

Process Improvement opportunities are those Listed under "pureleved problem area's."

(See previous pages)

Additional Comments

Print area:

It appears that a large amount of paint is unsted during the paint processes. I think that it would be advantageous to use a process that does not woste as much paint. Perhaps an electrostatic paint process could be applied to the products printed at this facility. I do not have information, Nor do I have time to injurstigate, what the volume of paint usage and cost. Due to the large number of pasts I would cotimate the volume of paint usage to be quite high.

Uncel Assembly

Function: Assemble, paint and balance wheel assemblies

workload: Workload varies from begining to an end of Quarter. Slack to surge.

Process: The process is shown in the following flow chart. All wheels are township to similar except for size and in a very small instance material. The basic procedure for assembly is the same.

Manpower: Currently, wheel assembly has 10 workers on the day shift only. Its A swing shift has been Run in the past. In talking with the people in the area, They felt that the staffing was acceptable as was the workspace.

Equipment: The equipment used in wheel assembly consists of 2 pieces. Is one is an -Oven used to heat the wheel half for heatfourinking of the bearing race, the other is for static as or dynamic barancing. The equipment appears to be in good condition and presentative maintainence reports show no downtime.

The balancing area has 2 balancing machines one a static balance, the other a dynamic bulancer. They do not use the tolar dynamic bulancer because of the gensitivity to vibration caused by forklifts, Etc in the nearby 15/c. For the current flow the static balancer is sufficient.

A large amount of floor space 15 used up as a staging or storage area for wheels to be processed. This area could

He better that Utilized as a production area. As a side note: a lot of area est. 15 used as a storage. A lot of inner and outer cylinders are stored in front of the machine shop awaiting the machine shop or plating shop or wherever. Parts are backed, up at the begining of the assembly area. Large amounts of papers are stocked around the production floor.

Engineering support: not much is required in terms of engineering support in this area Engineering support deemed adequate by superusor Bob Besger. Response time is on the order of 2-3 days.

Problem area's and Pio's

- 1. The limited painting capacity is on one of the wheel and brake point area looks like the limiting dem on thewheel assembly line.
- Afrailability of paets was mentioned as a problem spot area. I suspect the problem to be in getting purchased Item. need to do Futher research: Purchased items and item from the backtrops are the problem. Getting them in time for the scheduled build is the problem.

 3 lack of scheduling or visibility, of parts in process. Ruets do not arrive at the assembly area in the proper time frome for the scheduled build to take place. There needs to be some sort of scheduling system that initiates work a planned number of thow days's about of the doored bound day.

Brake Assembly

Function: Paint, River, assemble and tost brake components and assemblies

Work load: Work load goes up and down. from Usually slack at beginning af Quarter and Surge at end of Quarter. This Quarter, 50% of the work 15 MISTR, 50% 15 Temporary Job.

Process: The assembly process is shown in the following flow chart. A wide want carriety exists in the numerous types of brakes assembled. Some have single rotors, some have multiple rotors, some have carbon rotor and some have special assembly characteristics.

Monpower: The bruke assembly group is staffed with 17 people. This is adequate for the current workload. The group works the day shelf only. The prechanics that work in this area are all grade 9 mechanics

A large amount of the work is Labor intensive and is not well cannot be adapted to mechanisation Automation very casely. The assumbly and Proton/cylinder/adjuster areas Rework area's are the 2 most labor intensive area's

Equipment: The equipment used to fasten (Rivet) the fection pads and dips to the rotors or stators is generally outdented. The equipment still works but must be is generally older. Most of the equipment is dedicated to a particular brake type. If recent address to the Riveting area is a blew completed computer controlled riveting machine

The Computer Controlled revoting machine congrets of a controller, Rotary talde, assisted single axis olide and a revoting head. Currently to furtherins exists for 2 brake types however to most all brake types could be adapted to this arrainsement. This type of machine is very theribe and would tent lend itself well to the smaller batch Jobs that are being requested by scheduling. Additional tooling development needs to happen before this machine can be used to its full potential.

In the assembly Area formal assembly area not much equipment formal equipment is used. Most of the assembly process to done by hand. The omly piece of campment used is the test stand which is assentially a Hydraulic power Supply.

Figureering Support: Engineering response is good, response in usually 2-3 days. If a line stopper, Engineer response is Quicker.

- 1. Paint line the limited painting capacity of the wheel and brake line is a limiting Hem. This line carries a maximum of 43 parts per botch and usually runs 4 batches a day (2 day shift /2 sung shift, The need If a lot of parts we are treed this item limits the source capacity of the broke line.
- 2. Parts recieved from backshop in time to support planned baild schedule. One lack of ability to plan and schedule parts thou to support the planned build schedule imports the ability of the assembly area to meet the schedule requirements
- The brake relowding process the tol involves straightend of the brake plates. It house plates are straightend by Stacking the plates in a furnace pand placing a weight on top and heating. This fathens out the plates. This takes place in the welding shop. I understand that there are 3 or H furnaces. I have not actually seen these terms. I will investigate capacity when completing operation profiles.
 - 4. Environmental Conditions
 a. lighting Its In the assembly area it is sometimes difficult to see small details. Improved, lighting would make those details exicus to see.
 - b. Temperature due to the close proximily of the assembly area to the loading dock, it gots cold during the winter months. Shielding across the separate opening or dooks would be an improver

Scheduling

Function: schedule the orderly inductions and Shipments of End I tems. End I tems may consist of Struts, wheels, brake or components of these.

Manpower: The scheduling department consists of master scheduler schedulers and floor schedulers. The moster scheduler give the floor schedulers the weekly build schedule and the floor scheduler work with the line supervisors to try and accomplish this schedule. The floor scheduler goes to the appropriate backshop and pushes" for the work to support their lines.

Problem area's

From the time parts come in the door

1. Parts tracking

Once the parts are taken apart at dissassembly

Buther is no system for tracking the parts thru

the repair process. There is \$10 No way to determine
how many of tach particular part are in each

area. This makes it very hard to schedule work

such that all of the necessary parts arrive at

assembly at the same (or close to the same) time

such that assembly can take place. I understand

MRPII to supposed to handle this as well as additional

tems. I also heard it is 2+ years away from being

implimented. I believe that the sooner this is implimented

the better of this repair facility would be.

2. I got the impression that the schedulers have no control over what ides (parts) got worked in the backshops. I think that a priority system should be established to get the critical or "Hot" work completed first.

5. Howing Aid. - tower assembling the B-52 more brake it must be moved from the conveyor on the outside of the assembly area, to the conveyor feeding the test stand. Currently it is moved using the averbad crane. Sometimes the overhead crane is being used at other people and is not available. The assembled brake weights 270 + 165 and is aukworld to handle. Currently the parts are moved using the overhead Crane, however, the crane is not always available for use.

Additional Comments: 6/30

Historical Information (ie WCD's) are not being retained and sited for Any of Brake parts other than the brake housing. The wCD's are discarded after Riverine and/or Paint. The information bet by this practice includes Inspection and repair data for rotoes, statons backing plates, torque takes, Etc. Should a Saulure deur in one of these Herms, there is no way to check the previous processing of those parts.

history! If that is the case than why use this paper work at all.

I believe that commercial throat manufactures are required to keep all records, such as these, for a period of 3 years. However, that is a commercial company and not military.

Scheduling (continued)

I talked with beonard Pitt (moder Scheduler). He mentioned that all the schedulers do not work under the same grouping or department. He said that there are 4 seperate scheduling groups, master schedulers, schedulers that work for with the line supervisors, Floor Schedulers that supply the dissassembly and machine shop area and mic schedulers. Each of these schedulers seport to a different boss.

It seem to me that if these people have the responsibility of coordinating parts flow thru the facility, they should also report to a common leader. With people reporting to different supervisores I would think that there would be no one individual responsible for parts. Sow and that there must be a lot of suplustion of effort.

In talking to the various groups, one of the most often mentioned problem area's were in goting parts. I think that drything that can be done to improve the shaping and scheduling of parts flow from the shop would improve the flow of end items ow the door.

615/89 IE Assessment

Carbon broke recork Area.

Facility layout

The Caubon brake rework area is located in building 268; This area was once part of a Ammunition storage area. The rework area is housed in 3 large rooms. This area is under change and being expanded due to the large invivers in expected instributed.

then the plates are bisassembled in building 507. Hen the plates are taken to building 268 for ESI. After ESI the plates are vouled to Rivel Removal in building 268 or stored on the a shell it wo rework is necessary. After rivel removal the plates go to building 507 for riveling or rivel to building 507 for riveling or rivel to building 507 for plates go back to building 507 the plates go back to building 507 the plates go back to building 507. This totals if trips back and took.

I suggest that the riveling equipment for the F-15 and F-16 plates should be moved into building #268 to reduce the number of trips that the plates make between buildings. Equipment

The carbon brake area needs to be better equipped in terms of measuring equipment. In the ESI area there is one (1) memmeter and Two(2) paips of dial colipses.

the largest tem prohibition maximum output. For such small items to slow production is a thomas.

The area need more precision measuring equipment such as their wide slave micrometers and possibly deep throated micrometers for measuring close to the I.D of the brake plate.

WORK Force

Until recently this area has been stated by (2) two mechanics. 3 men were borrowed from others reces to meet habor demands placed due to tomoprany lobs. This area is currently gearing up for an increase in production. Its of today (0/5/89) Six (6) mechanics and Two (2) machinists would in this area.

Repail would Technology

Conventional measuring equipment and machines are used in the repair process.

Although I do not have experience with expert systems, I believe that such a system could be implimented to Automate the brake stacking /selection behilding process. An Expert system is essentially a database information system. All information about the brake places are stored and when the proper combination of places is found or formed the computer would print a list of what places compose would print a list of what

Pios

Carbon poeke processing Facility Layout met ic plake harding and repaire measuring equipment -Repair equipment -Ensineering logic behind rebuild process. HANdling to and from buildings - 507 to 268-- teardown to E\$I 507 to 268 - Repair of Revels & channels 268 to 507 - Heat stock Hosporthy 507 to 263 supment. 768 to 507

worn plats

1. derived 2. Grind Stat 3. March & Som 3d.

Charles i Will





WCD Hobby (web program)

WCD # 21103A'- 88237 is A' to distinguish it from WCD 21103'N-88237 because of the difference in steps.

allosin' does not have step # 124
21103in' does not have step # 008
Weither of those woo's have both steps (124+8)

this has occurred in the case of one other WCD and to resolve that, the Master was changed to include the extra Step required. That step was entered when related and the date of the previous step was entered and the date of the previous step was entered of the previous step

-- WCD # 16102A - 88063 13 Similar to 16102N-38063 with the exception of 16102A does not contain Steps 005 and 007.

TO: DATE:. FROM: 36504A is similar to 36504N (Pate 88048) except it is musting step 145 and has step 151 adds. 15501 A 18 XIIWAN TO 15501N (Out (87337) except it has step 490 added.

360 14A is similar to 360 14N except it has step 150 added (Date 88167)

Supporting

DATA FOR

THE BRAKE

Focus STURY

SUPPORTING DATA FOR COST BENEFIT ANALYSS

ASSEMBLY OURSTITY/YR	LOUR/ASSEMBLY	TUTAL Hours	Labor RATE	COST/YFAR
2/11 119	29.7 3.32	12,206.70 430.9	931.98 331.98	\$ 390, 370
530 TOTEL ASSEMBLIES		12,637.50 TOTAL LABOR LOUIS		9404,147 TOTEL LUIDAL LEBOR COST
LODPONIMATE B138 APPROVIMATE 5.3 MISSELLENE	LABOR /ASSER 5404,147 Total ROTOR COST /ASSER 3. 48/TOSTOR X 47 E DISC COST /AS ER E DISC COST /AS E DISC COST /ASSER E DISC COST /ASSE	LBSJ LABORCO WBLY = DOTONS/ASSEMB TIMBLY RSSEMPLY ETS ETE		\$553.92/kmgs \$553.92/kmgs

TOTAL B5Q LUNUAL COSTS

LABOR = \$404,147

ROTORS = \$53.92 x 530 = 293,578

Discs = 516.48 x 530 = 273,734

MISCELLANEOUS = 107.04 x 530 = 56,731

E50 XMUMI TOTAL COLTS = 1,088,190

PERCENTROS OF CONTS. FOR R-SD EPINKE ASSEMBLIES

LARDIC LUERAGE = 404,147/1,008,190 = 38.3196.

ROTORS 093,578/1,008,190 = 28.5676.

DISC PARS 073,734/1,008,190 = 06.6376

MISCRULADROPS 56,731/1,008,190 = 5.5276.

OTHER LARGE AIRCRAFT (RC-135, CH30, CH41) RRAKE ACCEMELIES = 779

EXTRAPOLATED COSTS FOIR OTHER LANGE BURNE ASSEMBLIES.

HABOR = 762.54/ASSEMBLY X 779 ASSEMBLIES = 431,504

POTORS = 553.96/ASSEMBLY X 779 ASSEMBLIES = 431,504

DISCS = 516.48/ASSEMBLY X 779 ASSEMBLIES = 402,338

MISE. = 107.04/ " X " " = 83,394

OTHER LARGE AIRCRAFT ANNUAL TOTAL COSE = 451,245

SMALLER DINCHART SUCHAS FILL ETC = 587 ASSENBUES / YEAR.

LABOR LOURS ARE BASEDON 3.62 HOURS /29.7 HOUR = 12.2% of Lhe B-52 FLARGER AIR CRAFT

POTORS ARE ONE PER ASSEMBLY INSTEAD OF FOUR = 25% of the B-52 Flanger sincraft

Discs ARE BASED ON 1/6 OF THE COST OF B-52 OR LAPGER

(6) CONTINUED

MISCECLANEOUS MATERIAL COST ARE BASED ON 10% OF THE COST OF BOTORS AND DISCS.

LABOR = 12.2% x 762.54/852 ASSY = 93.03/5MALLER RIPERAL ASSEMBLE X 587 RESY = \$54,609

ROTORS= 0570. X 553.90/8-50 ASSY = 138.48/smaller Riverage ASSY. X 587 ASSY = 8/8/, 288

Discs = 16.770 x 516.48/8-524554 = 86.25/smaller Lieves ASSY x 587 ASSY = \$50,630

Misc. 11 xT'L = 1070 OF 20478 (138.48+86.25) = 20.47/ Smaller aircraft Assy x 587 Assy = \$13,190.

SMACLEN LINCRAFT TOTAL SOURL COST APPROX = \$199,717

THE SMACLEN ALTORAFT COST ARE ONLY FOR SOME MEREURS OF COST COMPARISONS AND ARE LIKELY A CONSERU ATIVE APPROXIMATION BUT ARE COMPARAGES TO MANY LIGHT AMERICANT.

للمائة والمواد المستحدد والمناصور الموسد والمناد والمساول والمائد والمساور والمائم والمائد والمائد والمساور

United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA1311CE

This certificate, issued to

Engineering Plating & Processing, Inc. 641 Southwest Boulevard Kansas City, KS 66103

cortifies that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air

Regulations.

Original Product - Type Certificate Number: 3A12

Make: Cessna Aircraft Company

Middl: 172F, G, H, I, K and L

Description of Type Design Change:

Chrome-plated brake disc installation per E.P.&P., Inc., Drawings -26A EPP, Rev. III, for the Models F through K and -40 EPP for the Model L, or later FAA approved revisions, on Cleveland Wheel Assemblies 40-97 and 40-113, respectively.

Limitations and Conditions

1. This approval should not be extended to other specific airplanes of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that airplane. 2. Approval of this STC is not authority to produce parts.

This cortificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration.

Dale of application: November 26, 1976

Sale ressued :

Date of issuance

June 20, 1977

Jule amended August 19, 1977

By direction of the Sidministrator

ROBERT W. STEPHENS

Chief, Wichita Eng. & Mfg. District Office

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

Nie Finishing

541 EXESOUTHWEST BLVD.

KANSAS CITY, KANSAS 66103

PHONE 913 - 722 - 3208

June 13, 1974

McCauley Aviation, Inc. Rt. # 3 - Box 62 Pine Bluff, Arkansas 71601

Attention: Mr. Bill DeMaine.

Re: Cleveland Air Brake Discs.

Dear Bill.

Enclosed are copies of our print containing information on all repair procedures involved in reconditioning P/N 164-1 & 9 and 164-20 brake discs.

Mr. Richard Yotter, District 45, Engineering and Mainentance group of the PAA in Kansas City, Kansas, witnessed the simulated torque tests. He also checked our print and made some recommendations which have been included and dated 5-14-74.

I checked with Mr. Yotter, via phone, on June 13, 1974 and he indicated our tests were satisfactory and we should proceed with the program.

ough information and data to proceed with whatever ground tests may be equired there at your facilities, in conjunction with Fr. Ligon's recommendations

Mr. Yotter was very helpful in getting our tests concluded and his assistance is greatly appreciated.

When ground tests are run, I would like to be present, if time permits, in order to further acquaint myself with the project. However, I leave it to your discretion as to whether or not I should be present.

I am attaching a table which shows the conditions of tests run with relative torques and pressures. About 8 torque test series were run and the figures in the table were consistent with the preliminary tests run, so I can certify that the test figures are accurate.

Looks like we are getting close to production, finally.

desued for Brake Disc Refair 11/21/14 Sincerely,

DIE PINISHING

R. E. Isa

RELINI

Er: Ynther

JOEL CHENNAULT

PARTS INVENTORY TO

SUPPORT THE BRAKE LINE

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888848 66666666 § 8 € 8 Unit Price Total Total Total Oty Alloc Short ERRC その記念にの解説なられるな話のよいおおはなって必要がはるもなるもののもままはは4名はなってはらずとはままる -- Location #1 -- -- Location #2 --Ein Cty Pin Otv PF17-A + 23 32 K + 88 K 2 RE113-6-4-6 LINEAUTHE 7-580 15038 3H44 111.1A 111.1A SETUP 11.11.1A M406A 15C1A 15C2C 15D2B 15048 15058 3646 M5C3A 111.28 3F1A 111.45 M5C2A M5C2A SK! 50.00 50.70 3H1A 3H2A ほぼば 당 ! <1 () 44466444444 S 밁 PACH INS, PREFORMED US RING SPRING RETAININ PACK ING, PREFORMED OS DISK, INSULATION, THPM INSENT, SCHEW THREAD TASEND TASENT, SCHEW THREND STUD, PLAIN STUD, PLAIN PACI ING, FRETORYED DISC, INTERMEDIATE DISC, MICCLE DISC, INSULATING DISC, INSULATING RING, SPRING RETAIN DISC,MIDDLE ROTOR PACK INSH, PREFORMED SCREM, ADJUSTING MOUSING PLATE FLATE, PCAER ASSY SPRING, SCREW LOCK RETAINER, PACY ING RING, INSULATING MASHER, FLAT INSERT, RLEETER MASYER, SEALING SCREM, ADJUSTING PISTON, ANNULAR PISTON, BRAFE PISTON, D'SIZE PLATE, HOUSING BOLT, MACHINE SET SCHEW INSERT, INLET BALL BEARING MASHER, FLAT MASHER, FLAT MASHER, FLAT FISTON, BRAFE DISC, PRIMARY TTOYOUE TUFE SFRING, LOCK Noun 1875 53 5W SPRING STATOR STATOR EE.AL RC TOR F.) TOR 콗 STUD STJB 5310-00-901-3197LE 1630-00-652-6108 1620-00-175-0826 1630-00-709-1551 5305-00-e19-5150 1630-00-646-9970 1630-09-647-(681 1630-00-546-8837 5330-00-900-9101 1670-00-547-0581 1670-00-646-8837 5360-66-701-0318 1530-(0)-520-5471 3110-00-580-2752 8.11-22-00-291 1830-00-755-1178 1630-00-755-1339 5310-30-515-7449 5310-00-167-08:4 53,7-10-685-1576 5307- X-685-1576 5330- 0-677-9517 533(-00-757-1346 5365-00-599-1641 5330-00-820-964: 5306-00-515-7774 1630-(0)-520-5466 1630-1-0-520-5467 1630-00-671-B512 1630-00-772-9632 1630-00-529-5466 1630-00-520-5467 5330-00-653-3180 1630-00-646-8841 630-00-736-4663 1630-00-755-1332 5565-00-726-7403 5305-00-140-8492 5307-01-044-4534 1307-01-004-4535 1630-(9)-652-6.10 1630-00-652-6111 1630-00-475-4826 1630-01-009-9429 5340-00-929-4146 5740-00-929-4147 5310-00-595-6425 5310-00-187-4355 5365-01-146-0664 5310-00-736-4664 (620-00-907-5433 Stock Number ợ Fart Number AMONTO 16L AP-111440 AP-111718 AP-11338 AP-113440 AP-115261 AP-210354 pP-211355 AP-211743 AP-211719 AP-219249 AP-312374 AP-1113440 AMPRICA: 6L ANFORCES I BL AP211338 AP211343 AP211355 AP213248 AP218551 AP218551 4-:10957 AP111340 AP111359 AP111942 AP219927 AF222950 AP226975 AP227099 AP310246 P-21-1273 PP118570 AP18192 AP311353 AP311354 AP312374 AN96UC4L AP-17574 dixing 1-of 4F 210354 PF 3182/9 AF418572 75-1997 19/82-04 AP210273 AP218596 AP218790 AF 318211 AP32.6971 P41857 914 915

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Parts File Listing October 27, 1989 Friday

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DISC, ASSEMBLY
HUB ASSY, BRAKE SPRING, COMPRESSION CAP, PROTECTIVE MASHER DISC, BACKING PLATE PRESSURE PLATE BACKING PLATE IURQJE TUBE SFIDER ASSY DISK, SECONDARY POWER PLATE SUPASSY SHIELD, REARING FACKING, PREFORMED NUT, SELF-LOCKING NUT, SELF LOCKING SCREW, SELF LOC! ING BLEEDER NUT, SELF LOCKING retainer, eaprel Retainer, Bappel Bushing, threaded SLEEVE PACKING, D'SIZE SHIELD PLATE ASSY, POWER 361 (007-31:51 / K RIVET, WEAR PAD RIVET, WEAR PAD RIVET, TUPILAR MASHER, FLAT MASHER, FLAT RIVET DISY, PRIMARY Noun SPRING ASSY MJT, BARREL CLIF, SPEED SPRING FIVE 5320-00-912-5826 5 5320-00-130-323 8 5320-01-017-0738LE 6 3110-00-755-1327 5330-00-723-2889LE 5105-00-122-7702LE 1630-00-652-7376 1630-00-755-1337 5310-00-796-2101 5310-00-899-1690 5320-00-888-8557 5310-00-151-8930 MSL - - -5329-00-890-8454 5240-01-258-9942 5340-01-258-5954 1530-90-985-0517 5360-01-085-5184 5340-(0-515-0525 \$310-00-754-1834 1630-00-516-8438 5310-00-808-7026 5330-00-078-0744 630-00-520-5474 1630-00-646-8843 1630-00-755-1333 1630-00-825-4792 5720-110-941-4068 5320-00-093-7459 5310-01-258-5953 5210-00-041-0918 630-00-755-1335 1630-00-520-5474 5320-00-851-2871 5320-(40-914-6210 1630-00-520-5473 5240-00-582-1825 Stock Number MS35338-43 FC6446 1, FN12-02 5; SUB 1 M521042-3 AN935-10L **5Y18B13 6718915** C0480-038-2000M CD3 CVC754-220013 SUB 1 HS3533 SUB 2 AM935-Fart Number AS219135 C-2997-012 6Y29KET7 6Y20FET8 GYB187-18 AS-210248 AS-210379 AS-211351 AS-212375 AS112234 AS118559 AC211341 AC211344 AC211351 AC218576 AC218577 AC218643 6Y1887 GY1889 GY20EMBS AP419935 AP422604 AP418603 AP418794 508 1 6V18610 6V18611 6V18611 6V18812 5UB 1 6V18813 6V18815 FN12-048 FN22-720 AP419134 AS210379 6416416 6716416 6716414 641869 3 \$ \$ \$ \$ \$

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INSERT, MELICOLLER.O) I
INSERT, SCREW THERD I
MELICOLL, MOLT HOLE PLUG, SHIPPING (BLUE) 5306-01-223-2684 ROLT, DJUBLE HEXAGON 5306-01-(52-27/5LE BOLT, BRAKE SPRING PIN PIN,SPRING (SMALL) PIN,SPRING, (LPAGE) FACK ING. PREFORMED MUT, SELF LOCY ING 5310-00-904-4133 NJT, SELF LOCKING 5310-01-073-9180LE NJT, SELF LOCKING VALVE, FLEEDER ADMPTER, BLEEDER NUT, SELF LOCKING NUT, SELF LOCKING NUT, SELF-LOCK ING SPRING, HELICAL PACKING BACKUP 5320-01-284-8765LE KIVET 50L10 5320-01-283-0406LE RIVET 50L10 5320-01-283-0405LE RIVET, 50L10 5306-00-169-8639 BOLT, 956AE 5306-01-069-0488 BOLT, 856KE PACKING, O RING RING, RETAINING RING, RETAINER FING, RETAINER BOLT, BRAKE TIE FACE INS, 0-RING FAC ING, D-RING BOLT, HER HEAD SCREW, MACHINE BOLT, BRAKE FOLT, BRAKE FOLT, ERAKE Noun VALVE, CHECK 53:06-01-052-3705LE BOLT, BRAKE BOLT, ERAP E 5306-01-964-1214LE FCLT FRAME ÆLICOIL FIVE F.UG 1630-01-142-9111 5315-00-(58-978) 5315-(0-844-593) 5340-0)-291-3495 5340-00-290-4490 5365-(ii)-803-7301 \$765-(ii0-803-7301 5310-01-035-17.74 5306-00-923-5179 5365-00-804-7645 5310-00-894-4990 5310-00-825-2945 5306-00-274-8753 5306-00-274-8754 5705-01-006-1205 5306-01-047-7698 5340-01-072-5434 5330-00-169-1944 5330-01-127-9438 5330-01-129-9436 5365-00-816-4239 5330-00-582-2142 534(H01-073-5434 NSL - - -5340-00-997-7215 5310-01-078-3665 5320-00-826-2168 5315-01-844-5834 4820-0(-B65-B663 5340-00-291-3497 5305-(40-115-1791 Stock Number 귳 SUB 1 : MS2120804-20 SUB 2 SRW250 MS14156-07 FN22-720 SUB 1 154853 Fart Number SUB 1 67-6 M8346/1-329 M83461/1-329 MS16624-1050 MS16624-1050 MS16562-225 MS16562-72 MS16562-90 6YS26-6NB1W0 6YS26-6MB1MD MB3248/1-225 MA16624-4050 MA16633-1012 HS1209-C4-20 MS14156-07 MS16535-323 110-11/B845ZH 675187-684 675187-80 575207-804 MA28774-216 M5501/10-F9 LH35200-40 6YR6C-27A 6YR6D-47 6YS207-76M AL-C-550 6YR&D-51A BYS208-44 MS124698 MS124735 MS124823 GYS7-132 6YS7N100 5YS7N77 6YS9-103 MS1.74658 **BYSS-65** --93 GYN187 6. V189 GYN165 GYN167 **GYS4C2** 6YN266 6YVA9 **9**V/9 3 5 88 1015 1016 1018 1019 1020 1021 1026 1028 9. 9. 101

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Parts File Listing October 27, 1999 Friday

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898888888 33333333333 ့ မှ ၅ ခံ () ခံ 7388 4333 Total Short ERRC Unit Price 0000 Total Alloc Total Oty ; Ç, -- Location #2 --Bin Oty 0 0 5 ဥမာန 7 7 0 0 0 0 0 0 0 0 <u>10 0</u> 0 1 0000000000000000000000000 ź · Location #1 -Bin Oty TWO DIEA 9671-6 4631-9 4637-C 4612-6 3617-6 99.20 9.20 9.20 9.20 9.20 9.20 9.20 \$57UP 3.4E 1 ũ **ជាជាជា** ក្នុង ក្នង ក្នុង ក្នុង ក្នុង ក្នុង ក្នុង ក្នុង ក្នុង ក្នុង ក្នុង ក្ន ត្តមក្តុក្តុក្ត ď. 4 <u>...</u> **8 5 5 ####** 3 占書店 图 2. សិនម្ដង្គីស្វី 足 END PLATE (. 380 - 393)
END PLATE (. 363 - 380)
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PRES, PLA. (. 465 - 500)
PRES, PLA. (. 410 - 485)
FRES, PLA. (. 445 - 470) 041.P 0.84.D 0.84.D TUBE, SUBASSY STA. TCS CAP, FACTECTIVE, TOP TVSULATOR, * 1510.) P. ATE, STATES INSERT, ROIDR RIVET, TUBULAR SAP,SPOTECTIVE,ECTI PISTON & BUSH, ASSY KETAINER, FACKING RETAINER, COVER RETAINER, FACKING SHIELD, AUXILLAFY -CUSING, PISTON FUSING, PROPE FISTON -CUSING PI FITTING, REDJOER BRAKEHEATSTACK D PRAKEHEATSTACK D ERRIPEHEATSTADY C 3RAI EHEATSTADY C SPRING, HELICOIL PIN, RELINE IND. SHETLD, HEAT 5 . TELD-YEAT No. MASHER, FLAT STACK STACK PAC: ING #£41 EA. 163--(7-36--)(-7-36--1630-01-186-2469 1630-01-186-2469 1630-01-186-2459 1630-01-186-2469 **NS.** - - -1630-01-296-6155 1530-01-206-6756 1630-61-226-6356 1630-01-216-4777 MSL - - -1630-01-081-2880 1630-01-105-2871 1630-01-081-2879 1630-01-070-3460 5330-01-075-1005 1630-01-139-2806 1630-(1-464-9167 5310-01-076-B126 5360-01-076-9645 5330-01-675-1095 5315-01-076-5099 1630-01-090-9777 5330-01-076-4979 1630-01-185-2469 630-01-206-6356 Stock Number - - - 19A ⊈ Š R44371D+4 26-17659-4 R44371D06 2608314-6 R44117P36 F44117P.4 41111 26/6515-525-C 26/6515-526-D 26/6515-526-E Part Number 30049E-416-3 3-914-86499 2606498-416-C 2606758 2606799-012 2606799-223 2607142 26066799-012 2607431 2607431-A 2607431-B 2607431-C 2607431-D 2607431-E 2607659-4 2607659-6 2607665 2607666-1 2608314-4 518 R4 518 R4 2609314-6
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88888 88.89 Unit Price 38.0 00.0 9833 E38C Total Short Total Alioc Total Oty 111 681 83 91 0 0000222000 46 0000 00% ္က နာ 53 00000 00000000 <u>ر</u> وي -- Location #2 --Bin Gty TRIC -- Lecation #1 ---Bin Otv 11 69 2 ° 000 W 1700 E 6 51. 5. 0. 52 46 0000000 ၁၀႓ာ ခင်းခြစ္ခန္းခြစ္ခ 33 44 5 RE33-C 1301A 0515-4 RB16-4 PUTLOUF 9010 1780A 5973-0 ±. 7F19 2513 9813 9813 9813 7C1A 3174 Ę 43 44 44 45 44 44 44 45 44 44 44 44 44 មានមាន ម្នាធ្នាធ 3 4 4 5 4 5 5 ម្មាធិក្ ង ដ ₫, 3 E E 5555 ¥ 88888 នគ FFS E & 五五萬 PLUG, FLUID PASSASE 0 LINING, CERAMETALLIC ž DECAL,CERAMETALIC LINING,CERAMETALLIC BACKING PLATE ASSY FRESSURE PLATE NUT, SELF LOCKING PLUG, FLUID PASSAEE PLATE, TORDLE ASSY SPRINS, HELICAL SPRING, MELICAL TOPOUE TURE ASSY. FITTING, REDUCER () FITTING, REDUCER WASHER, ADJUSTER WASHER, ADJUSTER PRESSURE PLATE FLATE, STATER DISK, SEIMENTED STATCR DISK ABERM PISTEN FITTING FITTING, REDUCES DECAL, NAME 6, ATE INSERT, HELICOL 019. BENEVE PARTS P.TT LEE FLUG D.S. DISP, FRAME 1630-00-435-6093 CAP, P.STON 1630-01-234-6340 CAP, P.STCN 5360-00-931-7209-E P.UG, S-1PPINS 5 1630-00-401-5901LH TCR0UE TUBE FUS, PIN PLUE, 0/5 SCREW, CAP SEAL PSSY LEE PLUS SFAING RIVET R:VET 1630-100-401-5902 T 1630-00-734-5779EV F 5340-00-991-3872 P 5330-00-345-2992.E 5320-(10-824-6636LE 5360H)0-672-2204LE 1630-00-264-0752 1630-00-264-0752 3310-00-247-94:5 5360-90-26-2314 5360-90-464-7314 5360-91-238-2742 7690-60-025-8653 1630-(v)-463-9730 1630-00-453-4889 NSL - - -NSL - - -1679-00-304-5430 5240-00-439-3298 5310-00-064-6347 1677-902 1570-77-869-2327 1630-01-13-4342 1630-00-468-1727 1-01-8-17-8-0-C 4730-(x)-949-6676 4730-01-003-3296 5305-00-206-5906 7690-00-515-1426 1630-00-561-5022 1630-00-592-7865 1730-03-127-4040 5340-00-530-3600 5340-01-212-5951 5340-00-965-9817 5310-00-784-5347 1630-00-877-6902 4730-00-484-2184 Stock Number • • क के 7829228-10 953518-22 *521245L9 24814-4E 391101 19018% SUB 1 S-6712 3591-3CMANO, 235 Fart Number 201-52-44-063 201-52-44-063 38-104-14-13 38-204-04-13 5UE 1 HS246 33A7MS16/94 329-16-1 3251919 3345643 305-140 311001 31301 317-7 5-1-1-1-1 - 55 201101 2018 1 502 20101 324-17 Su6 357019 SUB 1 SUB 329-15 343101 4-52 40-263 40726 274-78 274-61 100167 319-17 32-374 357080 40-439 281831 40-501 8 | £22 12 8 6 8 88888 23355 122222222222

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Stock Number	5310-60-805-6722		5310-00-805-6722	5305-01-043-244115	5375-(h)-616-8719	5706-10-22-3839	C10 C40 00 0000	7010-777-16-6001	C440-497-00-0091	1630-01-236-6295	0.00-00-00-00-0	N.S1	1.5i		NST NST	1630-00-498-3225	1000010-0001	1630-01-037-4979	8074-700-10-014 6074-700-01-014		, , , , , , , , , , , , , , , , , , ,	4820-00-255-7670	163/-06-262-0473	5365-30-258-3863	1630-(n)-255-8638	1630-00-249-6848	5330-(00-274-8766LE PACEINS, 0-KING	5265-00-262-7695LE RETAINER, PAC. ING	5540-00-578-1545 1470-00-278-1547	57.10-10-10-10-10-10-10-10-10-10-10-10-10-1	5362-00-262-4(0)34E	1639-96-257-7669	5730-00-277-8122	1630-(4)-257-7665	5330-(w-272-630BLE	-011 -770-05-277-470	000-17-00-000	-011	1850-00-00-005-8/04 5740-00-00-005-8/04	3240-06-286-1932	1637-00-00-00-01	16.70-00-009-6043	163(-10)-10-9545	1630-00-00-9549		5360-00-00-7353	53(46-(40-437-1278	1630-(00-009-9550	1630-(8)-(8)-(8)557
Fart Number	55363	425, m725	42F#918	11.52	47-45B	10-20	- T T T T T T T T	20-20	1-74	45-198	ナサカナ	5 047.00	(3:-13	56-273	50-299		30,445	5050.50	SUCCES.	AC 11,500 5,000 74.7 = 0,00.7	5.00 J.	5.40948	5(10955	5000959	5000963	5000964	2000968	5000970	5001027 500103	5,010,00	501030	5(0.1)(04)	5001041	5001042	2	110-1786871-011 2007047	-	110-1798/CTM 876	500111.	5001152	5001135 5001170	5001179	5001190	5001181	SUB 1 5003411	5901182	5601184	500:186	5001241
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Farts File Listing October 27, 1989 Friday

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454	5003175	5765-01-056-3655	SPRING, ADJUSTER			SETUP	0	¢	0	o	0		0.0
9	5003229	1639-01-222-1473	HOUSING SUBASSY, 250				0 M7E)	~,	د.	3	0		0.00
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3	5003552	5330-01-055-1207	FETA INER, PAD. 113			SET:38	0	0	P	Ó	3		÷.
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475	5003622	5370-01-224-8039	RETAINER, FAC. : NS			14E3a	•	ت ،	• •	0	, 0		8
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Parts File clating October 27, 1999 Friday

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CL. IP., BOLT RETAINING ID
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SWAGE ADJUSTER
SEAL ASSEMBLY FLATE, STATER DISK SUBASSY, KOTOR DISK, SUBASSY, KOTOF PLARE, SUBASSY. END PLATE, SUBASSY. END DISK, ADJUSTER PLATE SUBASSENELY PLATE SUBASSENELY TUBE SELF ADJUSTING TUBE SUBASSENELY PLATE SUBASSENELY SEGNENT, SPACE PISTON, SUBASSY, FROME DISK, SUBASSY. STATOR DISK, SUBASSY. STATOR GRIP & PIN S'JBASSY. RETAINER, INBULATOR MEAR INDICATOR DISK, SUBASSY, RCTOP STATOR MASMER SPRING SEAT TUPE, SUBASSEMBLY DISH, SUBASSEMPLY PLATE SUBASSEMBLY NEAR IND, SUEASS! HOLDER, SPRING PLATE END DISH CHANNEL, DRIVE CHANNEL FEYSLOT DISH SURASSEMELY CHANNEL, DISK CHANNEL, PLATE FISTON, TAPERED PLATE, BACKING GRIF TUBE ASSY PRESSURE PLATE 500 PAD, MEAR END PLATE END PLATE PLATE END STATOR RIVET FOTOR 1639-(1-186-2477 NSL - - -1630-01-109-6547 5320-01-058-6879 1630-01-052-5340 1630-01-230-4358 1630-01-052-5341 1630-01-003-9921 1630-01-(84-4227 1630-80-028-4336 1630-80-028-4346 N.S.-L.-1630-01-163-9247 5330-00-630-2442 1630-01-222-5701 1630-ND-028-4376 1630-ND-028-4366 1630-01-052-5336 1630-01-222-57:2 1630-01-155-9315 1630-01-223-5366 1630-01-224-1104 5340-01-282-7970 1630-01-165-9074 VSL - - -5115-01-237-4368 5340-01-220-7407 1630-01-223-5353 1620-01-106-9702 1630-4D-028-4215 1630-ND-028-4306 1630-01-083-0444 1630-01-083-8230 1630-01-119-0828 1630-01-222-6318 1620-01-222-6319 1630-01-165-9316 1530-01-165-9247 5 1-135-243 1630-01-106-9701 1630-01-082-9734 1630-01-082-7467 1630-01-165-9071 Stock Number 500.482 Part Number 5003717 5003718 5003721 5003722 5003723 5003728 5003806 5003809-1 5003803 5004557-E 5004557-F 5005364 5005576 5005578-1 5006288 5006376 5006559 5.04377 540781-0 5807751-6 5607751-6 5 7752 \$004476 \$004533 \$004553-E \$004553-E 5004554-E 5004554-F 5003707-2 5003708 \$00**99**005 5005069 5005072 5005075 5005077 5006613 5006628 5006630 5006632 500e636 5006715 5:06716 5003711 5003861 5004554 5004557 Sime 7n5 500,6611 5006631 ₹ ± 25 ± 25 ± 25 ₹ 88852533

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8.38.3 8.38.39 Unit Price ક S . 0.0 0.3 9.9 8. 900 9.0 0.00 0.0 ©. (£) 3 6 6 ō ं 0.00 Total Total Alloc Short STRD : : l Total 0000000000 o 13 **±** § ၀႙္တန္း ေႏ့ -- Jacktoon #2 ---Bin Jth 41 JE 1 136:4 71 ac Fire Cocation #1 ---3 5 ŝ 13514 SET UF 5914 9078 5020 12624 SET: F 12416 7840 17430 12616 LIGIA LIFTA 5040 !(£34 . G., 9.33 4507 9424 4 C 4 ាធិស្ស 55 û 母 4. 母 2. ជីឡីគ្នាមួយ មិន **a a a a a** ::--ថាភាព ង*តិតិ*តិត្តិតិតិតិត ឱ្យស្រួ RCTOK, SEGMENT KSFY, SEGMENT, ROTOR E EJSHING, TORQUE JPH SLEEVE (PISTON CAV.) FISTON SUBACSEMON PLOTEIN 53,0-00-038-2948LE GAB ET,COR. 3120-00-424-6915LE SLEEVE,CYLINGER HEP. PLUS, FLUTO PASSAGE FLUS, SHIPFING PACY INS. PECKYS PROVINS, PREFCHED PACY INS. PREFCHED PACY ING. PREFCHED PACY ING. PREFCHED PACY ING. PREFCHED PACY ING. PREFCHED PACK INS, PREFOUNCE PLATE, LOCKING FACHING ON S RIMS, FISTON TYPE Lining, Paale Fistin assembly SHICLD-HERI PACINS, PISTON SEAL HSSY 3121-00-723-34194E BUSHING, SLEEVE 5265-01-221-7131 SPACEN, FLATE 5710-00-320-9641 SEAL CIMPANIN 5330-00-212-1097 SEAL ASSY 5330-01-005-9074LE SEAL ASSEMBLY T SEAL ASSY FACY ING Noun SEAL ADAPTER S-1-1,1-H-147 EACHUR RING AD4FTER, SEAL 5365-44-135-7876LE SLEEVE,CYL. 11,5EAL F01816 MC1314 1670-00-776-0074EV PISTON F157€ P.4.E \$530-01-521-9674 \$310-01-047-2449LE N 1670-01-047-4789 3:20-0X-894--36FLE 5330-(y)-137-8266 5330-(y)-499-5696 NSL - - - 1630-00-869-2007 \$106-613-11-1513 5749-11-119-10-6 1637- -- 748 1841 163(1-()()-252-9238 163³ - 41-157-4942 1639-11-071-7932 1630-00-489-4544 5330-01-108-6231 5370-01-146-4310 1639-(4)-824-2869 5330-00-267-8704 1630-01-235-9707 533:1-(4)-554-6425 5334-00-179-1665 5365-01-40-9564 5330-01-049-9310 1630-00-618-3449 1630-01-037-9415 1520-01-232-5151 532 - 30-539-2442 1670-00-502-2954 Stock Number • , SuB 7 74128-315-4 71705MSL-730-577 SUB 1 5(4)6559 56033(m0~07H)1 721F6MF-1600-T fart Number 721A6MS-773-64 721AGRS-733-P4 540330m-109A 80;PF218; 4191 72196PS987F4 72159559794 723CBFR987P4 EST-15-174 1.)-526,5390 98429155-30 6882949E-.: 7229137-01 72:F9FS-937 7027121-93 70,27187-01 721F9FS-P4 7-27448-01 561516-23 6487.13 5946427 77.00.088 68-1243 63-1244 68-724 68-725 58-736 68-739 66-740 277-00 67-19 6E3 36 72-287 72-286 7.55 74-526 74-554 74-579 14 3/5/ 74-520 69197 74-277 5976: 3 36 58 58 58 50 58 58 58 585 3 6:17 618 G 62 18 63 63 18 63 63 63

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SLEEK, CYLINDER
HEAT STACK ASSY
GUIDE, SPRING
BUSHIMS, BOLT HOLTS
BUSHIMS, FOLT HOLTS SPACER, ADJUSTING PIN SPRING, PRAKE KELEASE SPAING, BRANE RELEASE RING, RETAINING THEE STATER DISK ASSEMBLY NUT, ADJUSTING FIN GRIP, ADJUSTING FIN GRIP, CAJUSTING FIN PLATE, PRESSURE PLATE, INS. BADLUP NUT, ADJUSTING PIN SPIF, ADJUSTING PIN MET, ARUJSTING PIN RIVET RIVET PIVET, FLATHEAD WASHER, LOCK ECREW, MACHINE WASHER, FLAT 5315-00-212-8609 FIN, 403USTING 3120-00-517-8933E 60106, SFRING 5360-00-534-6562LE SFRING, RRDE FRELE 5365-00-281-9865 RING, RETAINER SLEEVE, REPAIR RIVET PACKING, D-RING PACKING, D-RING PIN, 40JUSTING RING, RETAINER SEAL COMPONENT SHIT, SPECIAL FKAD ET ANGLE FRACKET ANGLE PLATE, EACH UP 3 SPACE PLATE RUS-11:16 0/5 FUSHING, C./S MASHER, FLAT PLATE, KEAR CAP FLUG RIVET 5365-01-146-7714LE 5240-01-141-10-0425 5340-01-166-1936LE 3120-01-139-3734LE 3120-01-141-089元目 5365-00-48]-7895(£ 1630-00-899-5747 1630-01-244-7181 5320-91-970-9771 5320-91-132-5437 5360-00-483-79(4) 5365-01-144-3604 1530-00-443-06-16 976-645-00-0291 5223-30-803-323 5310-00-135-9648 1630-00-625-6272 1630-00-626-6273 1639-00-454-2386 5365-19-449-0905 4730-10-449-0906 4730-01-449-1907 5320-01-070-0770 1630-61-679 5121 5330-12-641-1067 5310-(00-209-0462 5340-(xi-726-2214 5310-9)-857-8890 9060-689-00-6121 5320-01-236-8120 5310-00-935-3685 5330-01-131-8406 5330-01-131-8407 62U-(N)-185-P13d 522.0~00-050-9997 Stoci Number - - TSN - - 7<u>9</u>2 ğ 7929171-05 SuB 1 7629171-03 7829171-03 SUB 1 671939 Part Prater 7829271-15 7829228-10 74128-015-4 5.48 2 792 792.0068 7829171-61 90-28: 90-486 90-486 91-21:83-01 91:21:83-02 91:21:83-03 91:21:83-03 91:21:95-01 8221111-01 8533131 8631424-4 8634237 874531(--)1 8745810-08 90040-012 90100411 90237041 911251 93-109 93-112 93-338 90.59-3 9510573 9510807 9519808 9510319 9510832 9510894 9510895 9510943 9510741 5513897 510831 93-183 79-7s 78-80 2,3

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Parts File Listing October 27, 1939 Friday

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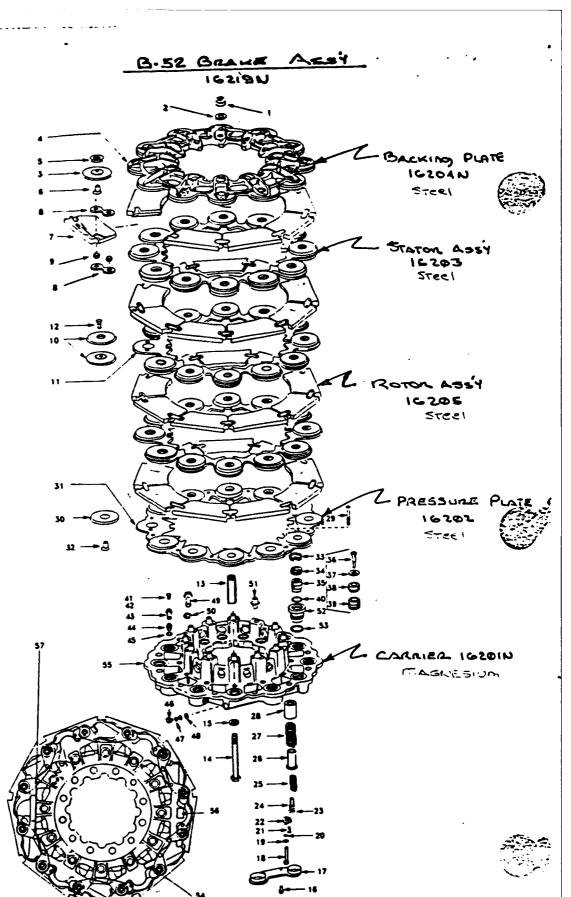


Figure 3-1. Exploded View of Brake Assembly

FAX TRANSMITTAL FORM

	MESSAGE #
	DATE 1/// 7/89
TO: Mc Donnie Douglas Corp	Chuck Crawford ORGANIZATION
314 925 3691 TELEPHONE	
FROM: Dan Skeen COALC/	ORGANIZATION
801 - 777-3584 TELEPHONE	
NUMBER OF PAGES3	

COMMENTS:	

NO. 001

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QR2061

11/18/89 11:54 MAWW
61 END ITEM RECORD

DATE: 89/11/17 12:43:03

LIST BY - EI-IDENT

* PRODUCTION-NBR

1630008691784__

341926

- FSSD

MNEG9J

PRODUCTION-NBR

FDN EI-IDENT NOUN ERRC EICN STK-LST-PRICE MASTER-NSN 36192A 1630008691784 BP-B52 T 3 544.35 1630008691784

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O/P DAGTY FAGTY GAGTY SFD AFD CON%-S CON%-M CGCON-S CGCON-M CGCOQ NGCOQ

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F4 - LIST EI F12 - CLEAR SCREEN F16 - RETURN F5 - LIST NEXT EI F13 - HELP SF16 - LOGOFF

SF16 - LOGOFF

QR22612: END ITEM RECORD LISTED

QR2071 PRODUCTION HISTORY REVIEW DATE: 89/11/17 12:38:35

LIST BY: * PRODUCTION-NBR: 361928 PRODUCTION-NBR: - PSSD: 882 PRODUCTION-NBR: LABOR STANDARL PDN FYQ IND-S IND-M CMP-S CMP-M OWO-S OWO-M COND-S COND-M EI-LAB-STD

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11/18/89 11:53 DR2061

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NO. 001

DATE: 89/11/17 12:37:06

LST BY - EI-IDENT

1:53 MAWW END ITEM RECORD

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* PRODUCTION~NBR - PSSD

15068A MNPG9J

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F12 - CLEAR SCREEN

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F4 - LIST EI F5 - LIST NEXT EI

F13 - HELP

SF16 - LOGOFF

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QR22612: END ITEM RECORD LISTED

QR2071

PDN

LIST BY: *

PRODUCTION HISTORY REVIEW DATE: 89/11/17 12:42:14

FYQ:

15068A 874

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F12 - CLEAR SCREEN
F5 - LIST NEXT PROD HST F13 - HFLP

F16 - RETURN

SF16 - LOGOFF

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REPAIR DATA ON BRAKES

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30-Oct-89

STI-STEEL
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SYNESWITETTC

P.S.	NO. OF WCDS	NOON		VO. OF COM	NO. OF COMPLETIONS	
			FY89-1	FY89-2	FY88-3	FY88-4
26337A	30	F-15 M.L.G.	9	4	တ	6
26338A		F-15 M.L.G.	12	2	σ	ß
74568A		A-7 BRAKE ASSY	34	18	•	18
25425A	က	A-10 MAIN WHEEL ASSY	53	45	33	50
15686A		A-10 NOSE WHEEL ASSY	48	20	19	19
15139A		B-52 MAIN WHEEL ASSY	33	က	17	61
15526A	က	B-52 MAIN WHEEL ASSY	38	,	20	38
69595A	က	B-52 MAIN WHEEL ASSY	108	11	274	237
15746A	က	C-141 NOSE WHEEL ASSY	21	23	105	114
62922A	က	C-141 NOSE WHEEL ASSY	14	50	59	22
62923A	ო	C-141 NOSE WHEEL ASSY	44	20	104	126
62927A	က	C-141 NOSE WHEEL ASSY	183	146	107	129
19588A	4	F-15A&B NOSE WHEEL ASSY	98	100	124	211
26183A	4	F-15A&B NOSE WHEEL ASSY	94	94	42	-
69794A	4	F-15A&B NOSE WHEEL ASSY	35	16	9/	•
15641A	8	F-4 BRAKE HOUSING	122	28	21	163
17402A	54	F-15 N.L.G.	o	17	31	23
17142A	5 8	B-52 M.L.G.	19	4	19	50
17143A	5 8	B-52 M.L.G.	19	19	20	32
69855	-	B-52 M.L.G.				
16836	52	F4 M.L.G.	4	53	89	69
16837		F-4 M.L.G.	44	22	46	20
TOTAL) -
22	530		1090	765	1212	1412
(27)	(141)	NOT ON 80/20 BUT PART OF A	AS-IS TO THE	ACTUAL WORKLOAD	DRKLOAD	

PCN	NO. OF WCDS	NOON		10. OF CO	NO. OF COMPLETIONS	
			FY89-1	FY89-2	FY88-3	FY88-4
74521A	21	C-141 N.L.G.	15	23	18	6
74528A	-	C-141 N.L.G.	12	4	10	0
17575A		C-5A M.L.G.	2	က	9	က
17576A	29	C-5A M.L.G.	4	4	7	Ŋ
17577A		C-5A M.L.G.	က	က	2	S
17578A		C-5A M.L.G.	က	2	4	-
74652A		C-5A M.L.G.	12	•	-	•
74692A		C-5A M.L.G.	9	13	,	-
72877A	88	C-5A N.L.G.	8	2	က	8
15295A	4	F-111 BRAKE	46	42	44	65
15519A	-	F-111 BRAKE	22	94	57	35
15583A		F-111 BRAKE	8	***	9	6
68521A	м	C-130 NOSE WHEEL (NAVY)	94	38	37	45
62405A		C-130 NOSE WHEEL (NAVY)	20	16	35	115
15757A		C-130 NOSE WHEEL (NAVY)	48	09	3	48
16123A		C-130 BALL SCREW ASSY	54	51	35	35
17527A	14	A-70 M.L.G.	17	9	12	19
17595A	4	A-70 M.L.G.	•	-	1	. •
25874A	4	F-16 M.L.G. BRAKE ASSY	91	205	110	49
26411A	-	F-16 M.L.G. BRAKE ASSY	200	240	400	202
15161A	J.C.	C-141 BRAKE ASSY	19	18	63	B
TOTAL						
21	328		999	826	878	721
(30)	(81)	NOT ON 80/20 BUT PART OF AS-IS TO THE	S-IS TO TH	E ACTUAL WORKLOAD	ORKLOAD	

PC	NO. OF WCDS	NOON	-	10. OF COI	NO. OF COMPLETIONS	
			FY89-1	FY89-2	FY88-3	FY88-4
26642A	23	F-16 N.L.G.	7	11	•	2
42626A		B-52 TIP	5	ო	2	2
83317A		F-16 NLG UPPER DRAG	∞	4	•	24
		BRAKE ASSY				
17478A	19	T-38 N.L.G.	5 6	20	9	දි
17451A	တ	KC-135 M.L.G.	24	12	2	14
17313A	5	KC-135 M.L.G.	-	4	30	18
17239A	11	KC-135 M.L.G.	52	16	24	56
17327A	0	KC-135 M.L.G.	58	23	32	8
17347A	4	KC-135 M.L.G.	19	27	52	33
17348A	4	KC-135 M.L.G.	32	56	88	8
17245A	•	KC-135 M.L.G.	74	47	88	100
17407A	_	KC-135 M.L.G.	29	33	47	46
69554A	-	KC-135 M.L.G.	45	28	-	•
69657A	12	KC-135 M.L.G.	15	10	_	-
16915A	9	KC-135 M.L.G.	8	25	•	_
69549A	•	KC-135 M.L.G.	40	20		8
69354A	4	KC-135 M.L.G.	30	37	42	8
17357A	2	KC-135 M.L.G.	5 9	56	35	52
15359A	ഹ	KC-135 M.L.G.	93	18	584	144
15468A	4	KC-135 M.L.G.	532	100	566	481
15523A	က	FB-111 MAIN WHEEL ASSY	13	19	•	•
25737A	13	F-16 M.L.G.	53	53 —	22	32
26111A		F-16 M.L.G.	10	24	4	24
TOTAL						
ឌ	191		1174	602	1303	1158

PCN	NO. OF WCDS	NOON		OF COI	NO. OF COMPLETIONS	10
			FY89-1	FY89-2	FY88-3	FY88-4
25874A	6	F-16 HOUSING BRAKE ASSY	81	205	110	49
26413A	-	F-16 HOUSING BRAKE ASSY	300	360	009	303
26411A	T	F-16 BRAKE ASSY	200	240	400	202
15752A	7	A-10 BRAKE ASSY	36	\$	20	2
15068A	2	B-52 BRAKE ASSY	48	74	129	113
36192A	—	B-52 BRAKE ASSY	29	40	122	8
17474A	22	T-38 M.L.G.	5	4	0	•
17476A	21	T-38 M.L.G.	9	7	80	•
17568A	2	T-38 M.L.G.	100	•	•	•
15327A	7	C-130 BRAKE ASSY	35	53	48	8
15728A	8	C-130 BRAKE ASSY	62	19	0	ო
26560A	-	F-15 A/B BRAKE ASSY	444	210	162	120
26559A	-	F-15 A/B BRAKE ASSY	592	280	216	160
15485A	o	F-4 MAIN WHEEL ASSY	20	225	216	22
16267A	က		22	ω	88	39
16266A	က		129	9	79	62
17354A	24	F-111 N.L.G.	တ	6	4	7
19937A	27	A-10 N.L.G.	16	10	12	∞
15752A	8	A-10 N.L.G.	36	22	20	2
15698A	o	C-5A M.L.G. BRAKE ASSY	7	20	23	3
72896A TOTAL	-	C-5A M.L.G. BRAKE ASSY	199	09		•
16	95		2567	1914	2320	1311

BREAKDOWN OF PCNS FOR 80/20 LIST

TYPE OF WORK	NO. OF PCNS	NO. OF WCDS
MISTR ITEMS OWNED BY RCCS TO BE PROCESS CHARACTERIZED	117	1095
TEMPORARY	37	37
MANUFACTURE	15	15
PDM	13	13
MISTR ITEMS OWNED BY ARMAMENT	10	52
MISTR ITEMS OWNED BY HYDRAULICS	23	42
TDY	-	-

PCN	NO. OF WCDS	NOON		10. OF CO	NO. OF COMPLETIONS	
			FY89-1	FY89-2	FY88-3	FY88-4
16019A	27	F4 N.L.G.	20	9	2	7
17565A	19	C-141 M.L.G.	56	8	25	8
74524A	12	C-141 M.L.G.	24	8	50	9
16283A	12	C-141 M.L.G.	30	18	31	8
74553A	_	C-141 M.L.G.	52	8	က	99
74516A	-	C-141 M.L.G.	ಜ	58	4	5
69136A	-	C-141 M.L.G.	53	32	69	29
74527A	12	C-141 M.L.G.	25	14	34	37
90101A	တ	C-5A&B WHEEL (M)	230	300	265	82
72898A	7	C-5A&B WHEEL (M)	45	56	34	33
17567A	ω	KC-135 N.L.G.	•	•	•	-
69354A	9	KC-135 N.L.G.	တ္တ	37	42	88
17357A	4	KC-135 N.L.G.	56	56	35	52
17467A	-	KC-135 N.L.G.	5 6	56	35	52
~15359A	4	KC-135 M.L.G.	63	18	584	
15468A	7	KC-135 M.L.G.	532	100	226	481
.15592A	က	KC-135 M.L.G.	132	73	13	84
15387A	4	T-38 BRAKE ASSY	24	17	27	2
15162A	2	KC-135 BRAKE ASSY	74	\$	78	8
15054A	2	KC-135 BRAKE ASSY	4	99	55	5
15603A	~ -	KC-135 BRAKE ASSY	109	100	154	99
19844A	=	C-130 N.L.G.	33	9	10	30
TOTAL						
22	155		1624	1027	1746	1509
(23)	(62)	NOT ON 80/20 BUT PART (OF AS-IS T	O THE ACT	OF AS-IS TO THE ACTUAL WORKI	Q

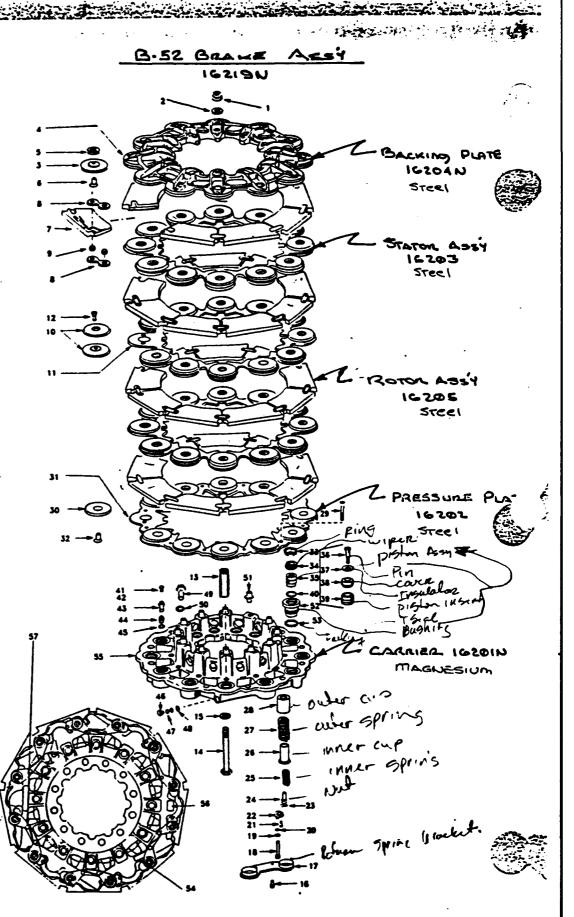


Figure 3-1. Exploded View of Brake Assembly

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PENDING 252 ACTION							_			·																							•		· -		-								••
PENDING 103 ACTION														·	··· ·	-																			. . .										·-
INTISSUNITIVIELDISCRAP PRART INIC ; REV (EFFECTIVITYTECH DRO PRR I OF INNIE FACTIONTYPE (CONC.LEVEL) CONTROL CAR ASSY (MEAS) (R ₁ D ₁ C) DATE NAMBER							_		:	<u>.</u>					.								<u>.</u>									_					.								
SFECTIVITY CONTROL DATE																																													
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PART INIC ITYPE ICOD IR,D,C!	<u> </u> 						-		. <u>.</u> .	•			•- •		٠,	. . -	. .								
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UNITS PER PER	<u> </u>	112	112	:12	12	=	7	7	<u>.</u>	= :	<u>* !</u>	2	9	*	= :	= =	= =	2	: ::	! ==	2	124	Ξ	::2	<u>2</u> 2	: :	11	:12	:12	:12	2 :	71:	112	2 5	71.	71:	- :	112	112	112	~	ij	2	?!	:2
NOVENCLATURE 1	BRAKE ASSENBLY	I. NUT, SELF LOCKING	I.MUT,SELF LOCKING	:.wser	1. BOLT, BRAKE TIE	. INCKING PLATE SURGER	I. RIVET MEAR PAGE	e" Ž	Contract Traction	PLAIE, BACKING	. DISC, MUINTING	STATUS DISK SUSPECT AND	I WIVET WEAR PROTE TO A		L PLATE, STATUM	i. Lude, londer	CONTROL DETAINS	: Time: NEAR INDICATOR	. WOSER	PRESSURE PLATE SERVESTY	RIVET, HEAR PAG.	- PAD, MEAR	PLATE, PREDBUNE.	:.PIN,COTTER	I, RING, RETAINING	CRIDE SPRING	L'EUIDE, SPRING	: SPRING, BRAKE RETURN	I.HOLDER, SPRING	SCREW, SHOULDER	I. INSULATOR, PISTON	SHIELD, PISIUM DUST	SEEW, CALINDER	. BLEEVE, UTLINGER INEPRIN UNLT)	i.raching, Chino	CONTRACTOR Y	LOCAL MOSERALT	PRCXING, U-RING	PRUX ING, BACKUP	. PISTON	: SCHEW	:. HASPER	T. EAGGLER		: VALVE, BLEEDER
VE)000R	73942	73842	26878	73842	73942	73942	73842	73642	700/	767	7	786	73942	73842	73842	74007	77947	7.042	100	73842	173842	73842	173842	90696	73842	73942	11/186	173842	73842	60203	73842	7	73842	740070	0.000	7047	2007	46406	76706	73842	100	190378	90696	500	11004
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≂ 5			720	£	K 7	2000263	6416819	eviamy Execute	0070000	R.P.L.	1505157	C9C700C	6718A14	0970000	M.P.L.	7330131 HR71043-T	957505	922514	AMP60C106	2002564	16718911	2000260	IR.P.L.	HS24665-71	19525504 9574407	102220	8634237	9534405	Para in	M451299-3-11	5752475	84/SWC4	is inch	1/12ACY	•77_C//870u	1/21/04/04/04/04/04/04/04/04/04/04/04/04/04/	300037	412-C//B791	P528//4-216	22122	753266-60	CVC754-220013	MEUSING-43	HRY32-10.	1-80704-1
PART	239095	: EW167	FPC2-720	9523796	EVS7N77	8	چ کے	5	3 :	<u>.</u>	<u>`</u>	Ü,	9	0:																					- •		- •							- •	-
LON LEVEL: PAY	2990926	.1 :5W167		1 19523	ı :6YS/	2000	5	E S							. ·			: -	-	-	=	=	=	-	- -	: -	-	=	- :		.	-	- -	-	: .	•	-	-	-	_		•••		.	-

PAGE 1

30-Oct-89

STL-STEEL
AR = ALLHINA MG-MGMESIUM TITA=TITANIUM SS-S STEEL SYM-SYNTHETIC LD-LEAD

谷合作者

STL=STEEL
AL=ALUNIALM
MG=MGGESIUM
TITA=TITANIUM
SS=S STEEL
SYM=SYNTHETIC
LD=LEAD

LUNITRILUNITRILORONAP IPART INIC I REV IEPTECTIVITYITRIS ORD I PENDING I PEN I. HOLEING ABBENGLY
I...SLEEVE, CYLINDER (REPAIR DALY)
I...HOLSING SUBASSENBLY NOVENCLATURE ...SCREH,DRIVE ...PLATE,IDENTIFICATION I.PACKING,O-RING I.PLUG, INLET I.PLUG, INLET I.PACKING,O-RING I.BUSHING, INLET ADDOS - -196906 173842 197945 173842 173842 173842 173842 5230000094 524500370724 523000090324 52300009324 11420009374404 5245009724404 1345009724404 1345009724404 1345009724404 1355000233407 ¥ 3 NUMBER OF 510819 11604-78 11622739 1923289 193428 IN.P.L. INSZ1318-8 19535219 MS28778-6 3000 : **333333333**3 5 ឌី ឌី

BILL OF MATERIALS C-130 BRAKE ASSY

15327A

BLD6 505/507

S-Oct-69

1-57EB -4LM114 -5-M114	STL-STEE. AL-ALURINUM MG-WGGESTUM TITAM-TITAMIUM SS-S STEE. STN-SYNTHETIC LD-LEAG TITOM LEVEL TITOM 1 CODE 1.1 1.1 1.1 1.1	LI PART I NAMER I SO0254 ST18811 SO00260	11630011 11630011 11630011 11630011	TOCK LIBER 10054188 244379 0099412	VENCOR CODE HOPEICLATURE HATE SUBMERY 1.RIVET, HEM PMB. 1.PMG. MEAR.	1 PBR 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	BII BII BII BII BII BII BII BII BII BII	C-130 MLG PRESSURE PLATE BILL OF MATERIALS 156.39A 156.39A 156.39A 156.39A 156.39A 156.39A 156.39A 156.39A 156.39A 166.10A 16.10A ERIALS ERIALS P. PART R.D.G.	100 100 100 100 100 100 100 100 100 100	V IBPECT	1VITVITED OF	E	103 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 103 P 1 P 1 P 1 P 1 P 1 P 1 P 1 P 1 P 1 P	252 272 110M	15639 RESSLEE PLATE		
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345

30-Oct-89

STL-STEEL
A.-ALUNIAN
MO-WORESIUN
TITA-TITANIUN
SS-S STL.
SYN-SYNHETIC
LD-LEAD

C141 MLG BRAKE ASSENBLY

BLD6 505/507

BILL OF MATERIALS

151619

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LON LEVEL	PART	STOCK	WD008	NOVENCLATURE	STIME!	UNITSCUNITYVIELD(SCRAP (PART (MIC.) REV ()	100 SQ1	944 944 944 944	T IMIC :	EV.	LUNISCUNITYTELDISCRAP (PART INIC) REV (EFECTIVITY)TECH ORD (PEDDING) PEDDING)	TECH ORD	PENDING	PENDING	PD®ING
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ï	#560738	163000810815	7867	BANKE ASSEMBLY	<u> </u>	- - -	<u> </u> -	<u> </u> 	<u> </u>	Ī					
	SW189	521000004153	73842	I.N.T. SELF-LOCKING	Ξ										
_	NS14156-09	:531001PAE9220	90696	.N.T. SELF LOCKING	===	<u></u>	-								
	9222816	:5310009305173	73842	. MSER	Ξ	<u></u>									
	6NS9-103	15306009641214	73842	1.BOLT, BRAKE	Ξ	<u> </u>									
	9533648	11620005678162	73842	. PLATE MONEY, - HCXDE 3 & A.	==	ËÀ									
	6718912	:5320009146210	73842	In RIVET.	<u>:</u>	 55									
	6718813	5320009125862	73842	. RIVET	3	<u></u>				98					
	9717646	1670005678139	74847	. Pag. 1649.	8		. - -			 -					
	CB.C.PS.6	- T. S. W.	7.64.7	NATE MENTE	! =		-					. •			
	5003174	:1630009451265	909	DISK. ROTATION	: ::	 E				· •-		! 			
	2007	1470005478148	2	NIGHT CHANGEY STATES	: :					<u>a</u>					
	6719614	572000414049	77947	200	3		- -			}				_	
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	9700470		7007	0, 2, 0	<u>.</u>			- -				:			
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•	9523609	15315007136457	73842	NET STOP	Ξ	# #			_						
	9534609	5310000538945	73842		=	 5									
	19533073	:N.S.L.	73842	I NUT, RETURN SPRING	=					98					
	19525463	. N.S.L.	173842	I. MORER	=	_	-		_	976		_	_	_	
	952346A	5360009463680	73842	I. SPRING, PETURN	Ξ	±			_						
	9525466	1630005678140	173842	: HOUSING SPRING	<u>6-</u>	<u> </u>		-							
	9525486	1630005678147	73842	HOLSING. SPRING	2	4									
	9525467	:1630007896240	73842	PIN. RETURN SPRING	Ξ	¥.									
	(AMO)	1630005678164	73842	PLATE BLANKSY, PRESSURE A	=	E.									
	6Y18813	5320009125862	73842	. RIVET	3	 E	•••								
	OF TAKE	14 TONOFA 7R1 TO	7.047	PAD INCHE	3	. <u>.</u>				· •				_	
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	0701070	141006478149	77047	THE ACY TODGE	: :					. -					
	MCT6744-47	FT050000149	70070	CODE FILITED LEAD	: :	 5 4							_		
	OCTEONO 12	CF184CE00COCT.	CA077	C TO TORRE THE	i i	 5 §									
	152-017-154075A	- 67 15/00/2017 132/	1700.7	POLI DIN	: :	 5 5				. -				- -	
_	52,3051	1630005678154	73842	THE INSTITUTE	: =	 5 <u>6</u>									
_	9533062	1630005678153	73842	BUSHING. TORQUE TUBE ALLE	: =	<u> </u>									
	18121395-03	13120011410890	:98747	BUSHING. D/S	£	A8:E4				13					
	1902261	:3120006088397	73842	BUSHING, TORGUE TUBE AXLE	Ξ	5									
	:8121395-01	:3120011393734	22300	BUSHING. 0/S	æ	ARIEA ::				<u></u>					
	:9220023	.K.S.L.	173842	TUBE, KEYED TORQUE	==										
	AMS45E42BH24	:5305009042832	188044	BOREN, BRAKE ADJUSTNENT	=	 E			_	-		_		_	
	HS21042-4	15310008071468	306961	MUT, BROKE ADJUSTMENT LOCK		¥									
	HS24693873	:530500900596	90696:	SCREW, FLATHEAD	Ξ										
	:9526054	11630005678136	73842	:. INSULATOR, PISTON	Ξ	5									
_	180T131C	:5365002056729	180756	RING. RETAINING	Ξ	E								•	
	19772767	1630005707896	73842	PISTOR	=	43									
	9723.64	1630005678134	7,2842	S. FEVE. CY. INDER	Ξ	Ε.				· ••					
	82-1091	5340002907234	97945	PLUE, INLET	=	4									
	7-7 BAR	5745002789900	88044	PUIS PERMANT	==	4	٠	-		<u>a</u>				• ••	
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	- Table 1	The second of th			:	5	-	-	-			_	_	•	

BLD6 505/507

30-Crt -89

STL-STEE.
AL-ALMINA
MG-WGESTUM
TITA-TITANIUM
SS-S STL
SYM-SYM-ETIC
LD-LSA

C141 PLG BRAVE ASSENBLY

BILL OF MATERIALS

15161A

E ..

ROUTED	CON LEVEL		STOCK	WEDGO.	1 NOVENCIATURE	HILL	HUNITY	IED:SCE	904	T HIC	2	EFFECTIVITY	UNITSUNITIVIELD:SCRAP (PART INTO) REV (EFFECTIVITY) CRO (PENDING) PENDING	PENDING	PENDING	PENDING	
101	3000	HUBER	NUBER	3 3 3 3 3	**	 89	8	ATE IFAL	TOR: TYP	8	LEVEL	PER I OF TRATE FFACTORITYPE (CODE!LEVEL) CONTROL	96	103	722	AFT0 22	
			•••		4	¥SS√	ASSY :NEAS:		:8'D'C:	ية		DATE	NUBER	- ACTION :	ACTION ::	ACTION :	
	-	07-77CB1.081	STABACTONBATE:	1		<u> </u>	<u> </u>	<u>!</u> .	<u> </u> 	<u> </u> -	<u> </u>				<u>-</u>	-	
	:	00 00 TOO	474007/00CDCC	20		:	Ę	-	-	-	-	_	-	-	•	-	
	:	:511846-4	5210002967478	173842		=	 ≦										
돐	-:	: AM6.204-1	1630005168438	98 14 14 14	WALVE, BLEEDER	=	 55										
ឌ	-:	19522134	1630002163525	173842	:. ADAPTER, BLEEDER	==	 55									••	
	::	:9543036	:N.S.L.	173842	:. HOUSING, SUBASSY BRAKE	=											
	:2	:9525461	13120007228679LE		I BUSHING, TORGIE ARM	::	 8										
	:2	9535485	N.S.L.	-		:2	==				<u>4</u>						
	:2	: 66CX3000-07101	:3120008840364	:98747	TURDLE	.: Æ	- KE		•-		<u> </u>		••				
	:2	100182:	13340005703600	2223	PLUB		 5										
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	2	. Pt. 205.00	2265006825877	182224	RING, LDCX		₹ 										
		:RTOGGBB.	:5340006644494	180024	:INSERT, LOCKING	=	 ≦		_			•			-		
	2	:N.P.L.	:N.S.L.		I., HOUSING BRAKE	=							••				
	:2	MS24678-11	:\$305000680543	90696;	(,SCREW	22											
		:MS21029F1-20	:5340007217653	90696	I. INSERT, SCREW THREAD	2							_			••	
띪		19858488-01	5365004069564	198747	I.PLATE	=	<u></u>		-				_		_	••	
	1::	168429155-30	:163000B242B69	198747	I.KIT, SEAL	==	<u>ي</u>						_				
		: 9526053	:1630010135793	: 73842	: HIPER, PISTON	Ξ	 55	-					_				
	::1	121A1M5160A-P4	5330010130119	172902	16T SEAL AGSY, PISTON	Ξ	₩ 									-	
	::	:AS28775-223	:5330001716649	90696:	: SEAL, 0-RING	Ξ	 5						••				
	==	:9534665	:N.S.C.	173842	GASKET, INLET & BLEEDER	2					-	_					
		9534666	:N.S.L.	73842	GASKET, INLET BUSHING	2											

38-Ctt-89

STL-STEEL
AL-MUNIAM
HIGHWESTUN
TITIO-TITANUM
SS-5 STEEL
SYN-SYNTHETIC
LD-LEAD

BLDG 505/507

20E

E-3A BRAKE ASSEMBLY

BILL OF MATERIALS

19266A

UPLEAD												E ::				
	100 LEVEL	A. NAMER	STOCK NUMBER	WDOOR :	KOPOCLATISE	UNITS!(NIT! PER OF IASSY PEAS!	UNIT:YII OF IRB	IMITS(UNIT) YELD) SCRAP 1948T ; NIC ; REV ; PER ; OF IRATE FACTORITYPE ; CODE: LEVEL ; RSSY ; NEAS! ; R.D.C. ;	IPART IN RITYPE ID IR, D, CI	IC : REV DOE:LEVEL	MUNISHUNITYTELDISCRAP FPART HILC ; REV !EFFECTIVITY!TECH 000 PER ; OF HANTE FFACTORITYPE !CODE:LEVEL! CONTROL ! CNG ASSY !REAS! ; R.D.C! ! DATE ! NUMBER		PENDING : 103 :	PENDING : 252 I	PENDING 1 AFTO 22	
- 	. 2	:9560569-2	:1630010098475	173842	BRAKE ASSEMBLY		<u> </u>	 				<u>.</u>	<u> </u>	<u>.</u>	<u> </u>	
Ř	::	:67N167	5210010051734	73842	I.NUT, SELF-LOCKING	21	5				• ••					
iST.	:	11801-070	12310005966861	172962	I.NUT, SELF-LOCKING	112	- 55		-	H.						
底	::	19523796	15210008207022	73842	: March	112										
Ĕ,	:	1952591	5265010357724	173842	: SPACER BOLT		 55									
الة ا	. :	95XX504	5306010369009	173842	:. BOLT, BRAKE		 55									
Ē	=	I BASINI DO	5206010437698	73842	I. BOLT, BRAKE		 5				-		-			
işi H	::	1154653	15306000702312	35284	L. BOLT, BRAKE	_	 S	- -	 	INI:						
	:	:3000263	:1630010054189	173842	: BACK PLATE SUBASSY		 55									
	2	:6Y18B19	15320010170738	73942	:RIVET		 E									
	2	:671889	15320008886557	73842	:RIVET		 55									
		2000290	:1630010099412	173842	PND, NEW	₹	 55									
	2	9250027	:N.S.L.	173842	IPLATE, BACKING	_										
	.	19543622	11630010334606	73842	: DISK, NOTATING	 	 5				*					
	::	195A295B	1630010363333	2000	LDIBK, NOTATING	=	 5			_	٠ م					
<u>.</u>	Ξ,	13000261	1630010374958	73842	TETATOR DISK SUBASSY		- 5	_	_		- -	-	-	-	-	
		6718614	3320009414068	73842	I RIVES		 S				,,,					
	12	2000290	11630010099412	73842	IPMD, NEAR	9	 53				. v	-				
		:9542011	:#.S.L.	782	J. P.ATE, STATUR	==					- 4 X	۔۔				
ឌ	::	1FN12-02	15310008087026	9.09%:	NUT, RETURN PIN	=	 5				\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \				•	
떭	==	:MS21042-3	15310008071467	90696:	I.NUT, RETURN PIN		 55			IN	ر ز زر		·			
Ŗ,	==	9525305	11630008995754	73842	I.PIN, BROWE RETURN		 55		_						•	
	:	1922514	5365007611959	73842	I.TUBE, MEAN INDICATOR	7	 55				•					
	::	IAMPHOC10L	15310001670812	1,000	L-MAGNER.		- E			_			_			
	Ξ.	2000262	1630010374959	73842	PLATE SLANSTY, PRESEUTE,		 EA				_					
. .	7.		3320003444399	7	L. MINET	_	 <u>\$</u>		 		-				~	
. <u>.</u> .	<u>.</u>	0970000	1630010099412	73842		₹.	 S								••	
	? :	0970000	:N.S.L.		TOWNER THE MENTER	== :					<u></u>					
. 5	: :	17757918	10000100011111111111111111111111111111	2007	TOWARE TUBE SUBMOST	= =	 5 t						•••			
Ę		: ME21245 9	575525000115	7070	· Mr SS CLANVING		 5 (_ :					•••	
ឌ	: ::	933121	5340010356520	7,1842	INUT PLATE. RETAINING	<u></u>	5 2			Ē					•• •	:
ᄩ	::	142514918	5310008056722	54878	N.T. SELF-LOCKING FLAMES	2 :										
Ę	::	19525502	15315010338954	173842	1 STUD, LOCATING LONG	_	5				• •-					
Ë	=	1922301	15315010358953	73842	1 STUD, LOCATING SHORT	_	_ 5	_	_			,				
-	<u>:</u>	HE24655-88	IN.S.L.	•	I.PIN, COTTER	- 21	-	_	-	_					٠	
Ĕ	=	1922204	13365008995759	173842	I.RING, RETAINING THREADED	-	 E	_	_	_		_		•		
鬞	::	PETERS.	11630010374960	73842	:. GRIP & TUBE AGRENBLY	-	 5	_	-	_			-	·		
Ř.	-:	1922201	11630008995735	73842	:. HOLDER, SPRING		 55					-				
Ę.	=	PERMIN	3360010352375	1738A2	.: SPRING BROKE RETURN	112	 5									
Ę	=	PERSIZE PERSIZE	11630008995763	73842	I.HOUSING, PETURN SPRING		 55	_		_				. 		
ĮŠ.	:	1MS1299-3-11	3202009916520	30208	SOMEN, INSULATOR		 55				-					
:S.	=	: 9525495	11630008995748	173842	I. INSULATOR, PISTON		 55	-								

E-3A BRAKE ASSEMBLY

BILL OF MATERIALS

1926A

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9	HON LEVEL		STOCK	WDDOW :	I NOVENCLATURE	:UNITS:	MITIVIE	LD!SCR4	PART	: JIHI	REV :EFF	ECTIVITY:	UNITS:UNIT!YIELDISCRAP :PRAT : HIC : REV :EFFECTIVITY:TECH CRO : PENDING : PENDING	PENDING	PENDING :	PENDING :	
<u>1</u>		NOTECR	NAMES			25 <u>25</u>		PER I OF IRATE FACTOR/TYPE (CODE)LEVEL) ASSY INEAS! I IR.D.C!	18,0,C	 		CONTROL DATE	92 33 10 26	103 ACT10N	ACT 10N	ACTION	
	. ::	19543748	1630001024364	173842	I.SHIELD, PISTON DUST	2	<u> </u>	 	 		<u>.</u>						
ىر	==	19533131	11630008995743	173842	:. SLEEVE, CYLINDER	112	<u></u>										
ير	::	19542977	2365009920408	173842	SLEEVE, CYLINDER 0/S	112 ARIEA	 5		~-								
	==	INE28775-224	15330006413407	90696	I. PACKING, CYLINDER SLEEVE	112	- 5		-	_		_	-			_	
	=	P555673	15330001024363	7367	I.PACKING, PISTON	112	 55							••		_	
	==	1721AMS-733-P4	5220011469310	20627	I. PACKTNG ASSETBLY	112	- -5				: 805;				_		
	::	HS28774-216	:5330005822142	90696:	:. RETAINER, PACKING BACK-UP	112	 55										
لير	Ξ:	19553123	11630009920369	73842	1. PISTON SUBAGSEMBLY	112											
	-:	HE33266-60	5305007208429	90696:	1. SOYEN, BLEEDER	∷								-			
	-:	1511846-4	5310002987478	73842	I. WISHER, BLEEDER	₩ ==	 51										
Ę	=	:AN6204-1	11630005168438	18004	:.WLVE, BLEEDER	 	_ •										
ᄄ	==	9222594	11630008995783	.73842	:. ADAPTER, BLEEDER	= 22	 55										
Ę	=	15000689	IN. 8. L.	•	I. ADAPTER, BLEEDER O/8, REPAIR ONLY	₹ 2		_	_	_	- F.	_	_	_	-	-	
	==	HS28778-B	3330008080794	904961	I.PACKING, PENFORMED	=	_										'
Ę	<u>::</u>	:510819	5365003707254	173842	I.PLUS, INCET	=======================================	 55							_			
뜭	=	11604-78	5340002907234	197945	I.PLUB, INLET	=	 -5		••		E						
	=	:MSZ8778-6	5330008045695	90696;	1. PACKING, INLET PLUB	=	 5		_		_						
띉	: :	: NNB93-12	4730002037458	18804	:. BUSHING, INLET	==	<u></u>										
Ę	::	: AMB93-121	5345005953943	18804	I.BUSHING, INLET 0/S	HARIEA	 ss				. F.H. :						
	=	19542025-1	9/288201002911	173842	:. HOUSING	==	<u></u>										
	==	19543433	:1630009376604	73842	: HOUSING	=	 -5				. F.J.						
	==	IMS21318-8	5305002535607	90696	:. SCREM DRIVE	9:	 55						•				
	=	15002804	19905010403887	73842	I.PLATE, INSTRUCTION	= 2	 55		_	-		_	_	_			
	::	:5002631	:9905010390490	173842	I.PLATE, IDENTIFICATION	==	 53										

38-Oct -89

STI-STEE.
AL-ALLINUM
MG-WAGESTUM
TITA-TITANUM
SS-S STEE.
SYN-SYNCHETIC
LD-LEAD

BLDG 505/507

30-Oct-89

STL «STEEL	ا 9 بہ						FB-111	FB-111 MLG BRAKE ASSENBLY	E ASSENG	۲						
MG-MGRESIUM	ESIUM						BIL	BILL OF MATERIALS	ERIALS							
SS-5 ST.								155834	.							
DELEAD	בוור											E * +	=			
ROUTED TTEN	CODE	PART	STOCK	: VENDOR	NOFENCLATURE	IUNITS PER IASSY	SUNIT; YII I OF IRA	UNITS:UNIT;YIELD;SCRAP :PART :NIC PER : OF :RATE :FACTOR:TYPE :DDDE ASSY :NEAS: : R,D,C;	P :PART : UR:TYPE ; :R,D,C:	UNITS(UNITY) TELDSCRAP (PART SHIC : REV SI PER : OF SRATE SFACTOR; TYPE (CODE) LEVEL : ASSY SHEAS! (R.D.C)	REV (EFFECTIVITY) TECH ORD (LEVEL) CONTROL CON	TY:TECH ORG	RO : PENDING : 103 R : ACTION	16 : PENDING 1 252 1 : ACTION	PENDING PFT0 22	1===
េត	2:	9560886 6757-132	1630008329098 3306008285362E	73842	BRAKE ABSET LY	<u> </u> = =	<u> </u> 5 5	<u> </u> 	<u> </u> 	<u> </u> 	ļ	-	<u> </u> 	<u> </u> 	<u> </u>	
ig.		9535918	:531000864737.:.E		LINGSER, REC. SSED	ö	 S						•			
	Ξ.	9535519 6v188-17	11630008562195	73842	F. BACKING PL. TE SUBASSERBLY	-: £	 55 (.		
		9536122	11630001063311	73842	ILINING, P., TE	; ; ; 16	 ភ្ <u>ភ</u>				-					· -
	~	N.P.L.	N.S.L.	•	PLATE, BAC. ING	= :							·			
. 		7576123 7536123	02129000291	73842	L.STATOR PLATE SUBASSENBLY	PP 1:	 S S									
	~ ~	BY184-17	15320000937459	73842	RIVET, TUKULAR	8	<u> </u>		·	. .	·	. _ -				
	7 7	N.P.L.	IN.S.L.	*****	L.PLATE, STATOR	? ::	 5					. <i>.</i> *				·• ••
	_	195355A2	11630008362073	173842	T. PRESSURE FLATE BLOAGSENOLY	=	5	· 	. 	. 	3	: -	. . _			
		67188-13 67188-13	5320009125862	173842	I RIVET, TIE LLAR	<u> </u>	<u></u>	 .			\$ 5					
	7 7	N.P.L.	: Insubultee/73	7	issulations, Profite issued to profit and	.	<u>.</u> .								-	
	-	9543632	1630008562052	73842	HEAT SHIEL, SUBASSENBLY	: =	EA			. 	5 V		- 			
 -		6Y16B-10	15320008245098	73842	RIVET, TUHULAR	112	 S				4	-, -				
	7 7	N.P.L.	: N. S. L.	7.00	HEAT SHIELD	ž ::					~	~ *				
(9550432	1630008562158	173842	TUBE, TOYOUE	= :	<u></u>				~o ⁴	.	. 	. 		
K 6		9536112 9534201	:5306001175913LE	73842	:.PIN,STRAIGHT HEAD	= =	<u>.</u>				, 	<u>ક</u>				
i E		953559	563000578994	73842	: SPRING, RETURN	7 21	 5 <u>5</u> 5		-	-						
ឌី ខ		923338	11630008703742	73842	I. HOLDER, SPRING	21.	 គ្នា ថ្ង	 .	 .				-			
i	: ::	HS24665-88	5315006197976	90696:	I.PIN. COTTER	2 2	 5 <u>6</u>	<u>-</u> -	·•			. .				
!	=	AN381-15-10	:5315000191241	188044	PIN, COTTER	:12	2			 	·		· ••			
11S:		95,5561 FN12-07	1630008562122	173842 154878	CORT & TUBE SUBASSENDE.Y	2 :	 S									
		6WG-13	5305001227702LE		SOREM, SELF-LOCKING	12:	 S S S		- -	 		· •- •			 .	
	: ::	9536208	1630001066793	73842	:. PISTON	112	 5 <u>5</u>	- 		 	- 					
		MS28775-215	:5330009134708	90696	:.PACKING,0-RING	112	亞				•••			٠-		
. .	3 5	75.47/4-213	13550006180843 1450004855744	77047	: RETAMEN, PALXING	2 2	 S					-	- - -		 .	
. ≅	: ::	9530589	5365001066792LE		:.SLEEVE,CYLIVOER	2 2	 5 5		- 							. .
	::	HS28775-224	:5330006413407	90696:	:.PACKING, D-RING	112	55									-
Ē		6YB167-18 MSTS266-60	11630008850517	: 73842	I. BUSHING, THREADED	. 5		 -		 -						
		511846-4	5310002987478	73842	: MASHER, FLAT	: 22				 		. 			<u></u> -	
떭		AN6204-1	11630005168438	188041	:. VALVE, BLEEDER	::	ĕ						_		. 	
ឌ .	 	9511157	:4730004837959	73842	: BUSHING, BLEEDER	2:	 E									
. sr	: ::	512054	5340004837834	73842	:.PACKING.PREFUMPED	<u>*</u> 2	 5 4	<u>.</u> .	- -							
		11604-73	5340006875077	79335	PLUG, PROTECTIVE	: 23	 5			 					•	
	- -	M528778-4 OKTRE10	:5330008052966 :*: c :	90696	1. PACKING, PREFORMED	2 :	드 .	 -		<u></u> .	 .	<u></u> -	 -	 .	 .	 .

BLDG 505/507

	PENDING 1 AFTD 22 1 ACTION 1	
	IMITSIMITIVIELDISCRAP IPART INIC I REV IEFECTIVITYITECH ORD I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING I PENDING ZZ I AFTO ZZ I A	
	TECH ORD : PENDING : PENDING ONE : 103 : 252 NUMBER : ACTION : ACTION	
£ :	IMITSIMITIVIELDISCIAP IPART INIC : REV LEFECTIVITYTECH ORD : PENDING : PER I OF : RATE : FACTORITYEE (CONFIGU. : CNG : 103 : ASSY INEAS: : R,b,C; : DATE : NUMBER : ACTION :	ļ .
	EFFECTIVITY CONTROL DATE	
įω	PEV.	<u> </u>
K PLA)	3100	
MATERIA Pressur	PART JAIC ; REV ;EF RITYPE (CODE)LEVEL: (R,D,C)	ļ <u>-</u>
BILL OF NATERIALS FB-111 PLB PRESSURE PLATE 15321A	FACTO	<u> </u>
FB-11-91	Si SATE	
	UNITS:LNIT; PER 1 OF 11 ASSY INEAS!	5555
	13 % SS	-22=
	NOFENCLATURE	IPPESSUR PLATE SUBMESPILY I. RIVET, TUBLUR ILLINIUM, PLATE I. PRESSURE PRESSURE
	C006	173842 173842 173842
	STOCK NUMBER	1630008562073 1532009123862 11630001066795 14.8.L.
	٠	
	I PART	19535542 167168-13 19536106 18.P.L.
LIN NIUN ETIC	3000 1001 (EVEL)	0.333
STEEL A -ALPHAN MG-MGESIUN TITA-TITANIUN SS-S ST. STM-SYNTHETIC	ROUTED 1 TEPS	

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SP-Cit -BB

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A TOP

30-Oct-89

STL-STEEL
AL-ALLHINA
HAG-HAGHESLUM
TITA-TITANIUM
SS-S STL
SYN-SYNTHETIC
LD-EAG

F-111 PLB BRWE ABOY :

BLDG 505/507

BILL OF MIRRIALS

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·	¥	NJ I	5	3		ASSY.	1 KE 65 1		18,0,C:		DATE	3 5	ACT TOW	ACTION	ACTION
٦		2-466-9	1430000877955	1816	BROKE, METIPIE DISK		<u> </u>	 	† 	<u> </u>		<u> </u>			
: - :	:	30-187	. S. L.	21622	PLATE, INSTRUCTION		 i								
-:		1.87-7	.N.S.L.	•	BLEEDER WALVE ASSY	- 22									
<u>ب.</u>	7.	HS35256-60	:N.S.L.	90696	SOREW	=									
••	2	:MSXSXX8-81	:5310009338120	90696	IMSFER	=									
••	2	:AB4-16	.x. 3.L.	•	I WALVE, HYD BLEEDER	==	 55								
:: ::	2	14W6204-1	:1630005168438	188044	WALVE. HYD BLEEDER	=	 5			II.					
	-:	:274-54	:4730009496676	197155	I.FITTING, REDUCER	22									
- :		3.000 SP5-6	5330008111445	180205	:. PACKING	12	- 5				-				
_*	-:	1324-17	15340008317208	251.75	1. PLUB, SHIPPING	2	-	_			_				
-:	-:	#-B/_BZ\$#:	222000002566	90696:	:. PACKING	22									
	-:	:AMB93-3J	:4730005551859	19804	: BUSHING	22	 55								
-:	-:	9-545 ISM:	:5330008109659	:80208	:. PACKING	*	 55					_	-		
	-:	:AHB14-BCL	12265002032916	19804	1.PLU6	??	. E			-					
15	-	MS21250-08014	3306009558272	10696	.80.1	· •	E								
••	-	MS2000209	5710001400116	70676	255	9 9		. <u>.</u> .	· -						
• •	: -	714-17	C307LV00VVL711		- Borron Diev G.						-				
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≟.	7	AIIIA	11630011364942		olek, merenten	= :	2	- ·				_		-	
. :	7:	17829171-01	15520010700770	32	RIVET	=	 				-				
.:		17829171-03	122001020011	147	RIVET	=	 55		==	 9					
-:		1261-223	:N. S. L.	•	PLATE, STATOR	=								_	
		141111	IN. S. L.	12184	A. PLATE, STATOR	=	-	-	=	 E					
-≓		1224-15	1630006218	121161	F. MICK PLATE ABBY	=	 5								
.:	7	141119	11630011364942	121849	DISK, BESTENTED :	8	 5				~				
	7.	34-60	15120008833227	197153	L. RIVET, FLATHEAD	-	 55								
-:	~	1671889	:332000888557	17,842	. RIVET	2		_	-		_				
<u>-</u>		17829171-05	1502011323437	198747	/RIVET	\$	- 5	_	-	- 2	_	_	_	_	
-	_	12-21	IN.S.L.	•	L. PLATE, INCKING	=							_	**	
- :	-	₩.	:1630004681727	197153	I.PLATE, TORQUE ASSY	=	 55								
-:	2	:MS21209F8-15	:5340006783309	90696	i INSERT	<u></u>	 5				_				
	2	1184-261	:N.S.L.	197155	1PLATE, TORQUE	==									
.:		1.729-16-1	:1630002640752	197155	PRESSURE PLATE ASSY	=	 55				- -				
-:	2	:115-118	11630001735400	197153	:INSULATOR	==	EA					_			
-:	7.	18854831	11630001755400	198747	: INSULATOR	==	 55		≭	 		_			
	7	138-224-04-13	:5320008246636	194222	RIVET, DRIVE	?	 55								
-:		:MS24662-7	15320007544501	90696	Siver. Bake	2				9					
	7	41114	1630011364942	121849	DISK. BEGWENTED	8				 I	_				
-:	7	08-84	:5320008833227	197153	RIVET. FLATEAD	9	E								
		SY1889	5320006888557	7.047) 130181 (4	. - -		<u> </u>		•••	. •		
		7879171-05	5720011227477	98747	1 137.8		 5 4	 			. •	· -		•	
: -:		97-TB	1N. S. I.	•	PI ATE PRESCIPE		 5	 		 2		· ·			
8	: -	11.5-17	1430000705077	Š	: INCIR ATTO DISTON	::		 			. •				
	: -	174-520	116 TODOBA 97777	3 6	: PISTON						- •				
· •	-	01117	(TC7/0000011	21040					- =	 <u>5</u>	- •	<u> </u>			
<i>-</i> -	: -	101000000104	1800008010001	1007					_ :	 E	- •	<u>.</u> .			
Ξ.	- '	1711-11-24P/F4	/A01717000555	7007	SCH HOST	2	5		=		-	-	-	-	
		100000000		00000	C. C. C. C. C. C. C. C. C. C. C. C. C. C	•				-	•			•	

STL-STEEL
AL-ALLHINDH
HAG-HAGHESTUM
TITA-TITANUM
SS-S STL
SYM-SYNTHETIC
LD-LEAD

F-111 PLE BROKE ASSY

BLD6 505/507

BILL OF MATERIALS

15295A

MOUTED HER	CODE LEVEL	PART NUMBER		2000 2000 2000	HOEKLATURE	192 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 - 193 193 193 193 193 193 193 193 193 193	UNITBIUNITIVIELDIBOGAP (PART INIC I REV II) PER I OF INATE IFACTORITYPE (CODE)LEVEL! ASSY (MEAS)	TELDISC NTE IFM	RAP : PAS CTOR: TYI	1 PART : NIC : TYPE : CODE : R, D, C;	I REV II	UNITBIUNITYTELD180344 PART HILC I REV 1EFFECTIVITYTED 070 PER 1 OF HARTE 1FACTOR:TYPE 1000E-LEVEL! CONTROL 1 046 ASSY :HEAS! : RA.D.C: : DATE : NAMERR	1ED 000	PENDING : 103	PENDING : 252 : ACTION :	PENDING :
	-:	:107-226-1	1630008090013	197153	. ADJUSTER ASSY	<u> </u>	<u>.</u> 55	<u>!</u>	<u> </u>	<u> </u>						
isi.	2	:URI 43C	: 5365006285541	80736	:RING, RETAINING	=	<u></u>						. 			
isi.	:2	196-361	5340008430908	197153	RETAINING SPRING	=	<u></u>									
ist.	12	140-439	:5360000702452	197153	:SPRING, HELICAL	=	ä									
:ST	:2	: PST39C	5345005849025	35/08	RING, RETAINING	=	<u>.</u>						_			
Ĕ	12	17E16990-33	15305009837430	196961	I., SCREM	=	2	-	-	_	-		_	-		
Ę	2	98+-061	:5310009333685	19153	I. IRSPER	=	2									
iST.	2	154-216	11630008692328	:97.53	1 SLEEVE, ADJUSTER	=	ĕ									
الة الا		1-04-02:	1630000234796	:97193	PIN, STRAIGHT HEAD	=	<u>ਦ</u>						_			
_	:2	:MS21209F1-15	:5340006007874	90696:	1OIL, HELICAL	==	₩ •									
is:	2	1.26-568-1	19200080411	197153	:RETAINER, PIN	==	<u></u>									
<u>¥</u> .	2	1260-418	11630008692326	37153	IHOUSING, ADJUSTER	=	<u></u>						_			
۳	=	:MS16624-1137	:5365008037316	90696	I.RING	9:	<u></u>									
	=	1266-43	:N.S.L.	•	1.HOUSING	==								_		
••	:.2	IMS21209C0420	:5340008274024	90696;	:INSERT	8	<u> </u>						_	-		
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BLDG 505/507

S-Crt-49

STI-STEEL
AL-ALINIARM
ING-MARKSIUM
TITA-TITANUM
SS-S STEEL
SYN-SYNTHETIC

G-EN

F-5 PLG BRAKE ASSEMBLY

BILL OF MATERIALS

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ECH ORD CN6 NUMBER	Ī -		••	'				-										•-	-		•						••			-				_																
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INNITS!UNIT!YIELD!SCAAP !PART !NIC ! REV !! PER ! OF !RATE !FACTOR!TYRE !CODE:LEVEL! ASSY :NEAS! R.D.C! !	† -			·		:	Ξ.		- 5	<u> </u>			:	∹ .					-	_									=	_					-				-	52					٠.	-				.
PART :: TYPE ::(R,D,C:	Ϊ																		_	_			-							_					-	. ~-														
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3¢.

STL-STEEL
A -ALLINIAN
MG-WARESTUN
TITA-TITANUM
SS-5 STEEL
SYM-SYNTHETIC
LD-LEAD

F-5 MLB BRAKE ASSEMBLY

BLD6 505/507

BILL OF MATERIALS

155764

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98	88 9	MURE'R	CODE	MONENCLATURE	UNITS:UNI PER: OF PESY: NEA	TIVIELDISC Irrate 1FA Si i	RAP IPART CTOR: TYPE IR,D,	2 13 13 2 13 13 13 13 13 13 13 13 13 13 13 13 13	767. 1767. [INNITSIANTIYMELDISCORP PART HALC REV EFFECTIVITYITECH ORD PENDING PEND		PENDING 103 ACTION	PENDING 252 ACTION	PENDING AFTO 22 ACTION
-	15001179	1163000096043	73842	, INGLATOR, PISTON	- EA	<u> </u>	<u> </u> 	! 	<u> </u>	<u> </u>	j -			
=:	311-C11828H	5330005793156		. PACKING, PREFORMED	ž.	·		·						
:	1511065-4010	1630000099548	197820	I.RING, PISTON SCRAPER	15						٠			
=	5001113	1630000068704	173842	. HOUSING ASSY, BRAKE	:: EB									
7	2002047	13120010065053		BUSHING (HOUSING REPAIR DALY)	IS ARIES							•		_
2	2002046	1630005639470	73842	SEGNENT (REPAIR ONLY)	14 ARIES							***		
2	in.P.L.	:N.S.L.	•	HOUSING, BRAKE	 =:									

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30-Oct -89

STL-STEE.
ALTALUMINA
MG-MODESIUM
TITA-TITANUM
SS-S STEE.
SYN-SYNTHETIC
LD-LEAD

F-4 BRACE PRESSURE PLATE

BILL OF MATERIALS

A7257A

		ı											
	CONTENEL:	PART	STOCK	VENOR:	HOPENCLATURE	IUNITS:UNI	TIVIELDISONA	IPART : HIC	E VE	IUNITSIUNITIYIELDISCARP IPART INIC : REV :EFFECTIVITY:TECH ORD : PENGING : PENGING : PENGING	ORD : PENDIN	S : PENDING	PENDING :
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		1200021	1630004983225	73842	(1F-4 PRESSURE PLATE ASSY		<u> </u>		<u> </u>				
		16716610	15320006512871	173842	1.RIVET (NEAR PADS)	25			·		•		• • •
	. :	: NAG18B10	in. S. L.	121849	1. RIVET (NEAR PADS)	<u> </u>			IN				· •
	=	15003157	11/2/201002911	2000	1.P40, IEAR	=							
	:	19715818	15220004638414	73942	L'AIVET (PRESSURE PAD) SYNEARCH 19 (C. 15A)	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	-						
-		11461591B	IN.S.L.	121849	I.RIVET (PRESBURE PRO) AND WASHING 19 159 1	5 3	•	第二次である。 を開発	IMI				·
		1500025.	11630004304372	73842	L.PHO, PRESBURE	IN MAIN	-						
	=	:×.P.L.	:N.S.L.	•	PRESSURE PLATE	55							

Graffer One

ME-MORESTILM ITA-TITALIEN AL-ALUMINE SIL-STEE

SeS ST.

BILL OF MATERIALS

15054A

PENDING AFTO 22 ACTION HUNTISHUNTYYELDISOSAP PART HIC | REV EFFECTIVITY, ... 34 000 | PENDING | PENDING | PENDING | PENDING | PENDING | PENDING | 252 | 352 | 353 | 354 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 358 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 | 357 ...PLUS, FLUID PASSAGE OVERSIZE 18 AR1EA ...BUSKING, BOLT HOLES (18PR) (1ST 0/S) 18 AR1EA ...BUSKING, BOLT HOLES (18PR) (200 0/S) 18 AR1EA PLUG, FLUID PASSAGE OVERSIZE ...PIN, INSULATOR HOLD DOWN ...PISTON & HEAT SHETLD ASSYPIN, INSULATOR HOLD DOWN I...SCREW, BLEEDER I...ADAPTER, BLEEDER SCREW **OPENCLATURE** ... SHIELD, PISTON HEAT ... PLUG, FLUID PASSAGE ...PLUG, FLUID PASSAGE ... SHIELD, PISTON HEAT ... PACKING, PREFORMED ... INSULATOR, PISTON ... INSULATOR, PISTON .. PACKING, PREFURNED ... COVER, INSULATOR ... COVER, INSULATOR 1..MIPER, PISTONSCREM, MACHINESCREM, MACHINEIMSHER, LOCK I...GASKET, CORK I...BUSHIMG, MACHINE I...BABKET, COPPER I...BABKET, COPPER I...CARRIER ASSY ... INSERT, PISTON .. INSERT, PISTON I..PLUG, SHIPPING ... RETAINING RING ... PLUG, SHIPPING I.. PACKING ASSY ... INSPER, LOCK ... PISTON PISTON ... PISTON ...PISTON CARRIER. ...PISTON 4500R 55284 90696 **25**2 9690 35284 06848 800 1650008578854LE \$315010855390LE 5330005546425LE 1630006898902 5315010855390LE 533000038296BLE :N.S.L. :5310000453296 11630003704970 1630006898902 5365005988503 1630003704969 5305009906444 5330008357485 5340010735434 5330002576442 5330006026876 3120012645566 2940011004899 1630004795726 2940011004899 1630004795726 1630011875457 5330006410231 163000, 386242 5330008337491 534000290734 5340005388834 5340012125961 5340011191006 5340004393298 5340004393298 630011875457 5310008578880 5320002644293 STOCK .N.S.L. . S.L. ×.5.L. N.S.L. ¥. S. L. N. S.L. PART CYBECK :721F6#R160AT :M828779-21& :148492 :153490 S2042644-20 S33207-261 FEXET39-43 MIL-C-5501 8745810-01 8745B10-08 FS28778-3 953518-22 PS.518-24 902370K1 901004K1 1604-78 2600938 2600209 2600814 2600814 146936 147031 145405 174822 281101 101162 153373 39361 26169 1 CODE 1 SYN-SYNTHETIC LD-LEAD ROUTED

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BLDG 505/507

PAGE 2.

30-Oct-89

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SS-S STL.
SYM-SYNTHETIC
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KC-135 MLG BROWE ASSY

BLDG 505/507

BILL OF MATERIALS

150544

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BLD6 505/507

IC-135 M.B BRAKE ABST

FRILL OF INTERIALS

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SYN-SYNTHETIC

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> I...WSHER, LOCK
> I...SCREW, BLEEDER ... SCREN, MACHINESOREN, NACHINE ... INSERT, PISTON .. INSERT, PISTON ... PLUS, SHIPPING ... PLUG, SHIPPING .. RETAINING RING .. PLUG, SHIPPING ... PACKTING ASSY L.MIPER, PISTON :. CAPRIER ASSY ... CAPRIER 1...P15TOK PISTON 6000 6000 6000 6000 106848 55284 55284 106853 35284 96906 33284 :97945 55284 155284 181349 98747 • • • 90696 96909 • • 55284 :\$3300038296BLE : :N.S.L. :163000689802 :5315010855390LE : :5330005546425LE :53300064:0231 11650008578854LE 1 \$315010855390LE 5330008357485 5340012125961 11630004795726 1630004795726 5305009906444 1630003704969 :1630004349242 5330006026876 1630006898902 2940011004899 5365005996503 5340010735434 3120012645566 2940011004899 11630002697622 5310000453296 5310008578880 1630003704970 5340002907234 5340005588834 5340004393298 5340004393298 STOCK N.S.L. N. S.L. .N.S.L. ¥.S.L. .x.S.t. N.S.L. PART NUMBER :721F6M160AT 1153490 IMB28775-222 902370K1 IS33207-261 1281101 1933518-22 1291101 MIL-C-5501 8754810-01 8745810-08 528778-3 953518-24 1149499-4 901004K1 2600938 2600209 2600814 2600814 146938 1604-78 2600973 148492 146936 145405 174522 149609 149479 147031 149629 513302 SESSI 59361 69197 65203 LON LEVEL! ğ 20000000

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30-Oct -89

STL=STEEL
AL=ALMINAH
NAG=NAGESTUM
TITA=TITANTUM
SS=S STL
SYM=SYNTETIC
LD=LEAD

KC-135 MLG BRAKE ASSY

BLD6 505/507

PAGE 2

BILL OF MATERIALS

151624

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BLDG 505/507

KC-135 MLG BRAKE ASSY BILL OF MATERIALS 151629

30-Ort-#9

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AL=ALUNIANH
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TITA=TITANIUN
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BLDG 505/507

T-38 ALS BONCE (MOTE)

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NOYENCLATURE	HATTIME DIRK SHAKE AND		NUT, SELF LOCKING	CARRER NO LINING, NOTOR	FTATOR	.NUT, SELF LOCKING	NUT, BELF LOCKING	, FLAT	MOHINE	MOHINE	£	PLATE	SPRING	, Æ134	, FLAT	SHOULDER		ASSY	SCREM, MACHINE	INSULATOR, PISTON	PISTON AND INSERT ASSY	INSERT, HELICOIL	8	BACKUP	.PACKING, D-RING	.PACKING, O-RING	RESSURE.	G	. PACKING, O-RING	.UNION, FLARED TUBE	FLARED TUBE		ADJUSTING	HOUSING ASSY	HOUSING, PISTON	INSERT, SELF LOCKING	INSERT, HELICOIL (REPAIR ONLY)	SEAL (REPAIR ONLY)	SLEEVE (PISTON CAVITY)	SLEEVE, REPAIR	AILING	HIPPING	MACHINE
	Ž.	SOREN,	. KT. S	CARRIE	L. DISK, STATO	NCT, S	. N.T.	L.MASHER, FLAT	SCREE	, SOREM,	T. PAR.	: TORDE	BUIDE SPRINE	: SPRING,	L. MASHER,	HENCE:	1.7.71	PISTON	358E	NSE.	:PISTO	INSE	PISTON	RING, BACKUP	PACKIN	I.PACKIN	CAP, PRESSURE	WEVE, CHECK	PACKIN	SIS.	. UNION	3000	SORE	I.PISTON	HOUS	INSER	INGER	₹ 3 6	:S.EE	SEEV	1.846, MAILING	PLUG, SHIPP ING	: SCREM, MACHIN
C00GN	2014	90696:	90696:	197153	STE	180205	180202	1980	90696:	180205	1912	1915	:97153	197153	:97153	197153	1. T. T. T. T. T. T. T. T. T. T. T. T. T.	•	90696	221.63	:97153	191767	•	90696	90696:	90696;	90696	106239	90696:	102660	90696:	•	90696	.	•	:72962	90696:	90696	:98747	:	181348	188044	188044
STOCK NAMBER	163000ED725 #* (T)155	:5305000432700	:5310008071468	163000065267	163000907247	:5310009033647	:5310006804892	: 3310001670834	15305007195401	:5305008387329	1630006266273	1630007057296	11630007574431	:5360006722204	:5310006168300	5305006168319	11630006264272	.N.S.L.	5305009847361	:1630007057293	:1630003696495	:N.S.L.	:N.S.L.	:5330006186845	:5330005797911	N.S.L.	4730002898633	: 4820008658663	5330008357485	:5932009906758	:4730002028836	:N.S.L.	:\$305009836663	:N.S.L.	:N.S.L.	3340006932587	5240002913495	5330006183754	1630005022994	:N.S.L.	:8105001836982	:5365002870090	5305005848798
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30-Oct-89

36-Drt -89

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UP-LEAD										:	,	E • •			
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iSI.	<u> </u>	1512054	:5340004837834	173842	:. INSERT, SCREW THREAD	=	 55								•-
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Ę,	==	AMS&SF428H16	5305007215899	1980 140	1SET SONE!	22	<u></u>								
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BLD6 505/507

A37 MLG BRANCE ASSEMBLY

BILL OF MATERIALS

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뗥.	Ξ:	HS20002C3	5210005957078	90696	LIMASHER RECESSED	£2 :	- E	٠				•				
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	-:	195333A	:1630008475763	73842	:.PISTON	<u></u>	¥.									
	==	:HS28774-222	5730005621536	90696	I.RETAINER, PACKING											
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30-Oct-89

STL=STEEL
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MG=NGAESIUN
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SYN=SYNTETIC
LD=EAD

30-Oct -89

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111A=111ANIUN
SS-S STEL
SYM=SYNDETIC
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VARIENCE PLATE ANDRUY

BLD6 505/507

BILL OF MATERIALS

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DSM	U	SCCRAWFR	COCMPS CC		DATE:	N-NBR.	OWO-M	0	0	0 (0	0 (00	0	0	0	0	Z H
Erent	-S CON%-	CUMMEN	COIND CQ	SCREEN	REVIEW	FYQ: FRODUCTION-NBR; FRODUCTION-NBR;	0W0-S	10	0	ហ្ហ	3	90 0	ם כ	4	0	0	0	CLEAR SCREEN HELP FREACHED
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74521A 16200 FSSD FTC MNPG9X MANELK	0 4/0 A A	ארכטע טאט-ע 6	COOMOS 21	Г. Г. 4 Ю	QR22612 QR2071	LIST BY:	NO.	74521A	74521A	74521A	74521A	74521A	74521H	74521A				F4 - LIST PROD FS - LIST NEXT GRZZ713: END OF

A154 4154 8168 4194 4194 5268 4194 4194 **©**268 7341 4194 4154 4154 7337 7335 7335 7335 7335 LBR STD DATE 4194 89/10/26 12:00:33 თ **⊢** മ SF16 - LOGOFF - RETURN PR IND US BUFP 8 F16 OTY PER ASY DATE: 1151 45 94 ירשברטיי PRESS F5 TO CONTINUE SUPP PDN - CLEAR SCREEN LABOR STANDARD RECORD REVIEW 58 7 3.19 9.49 2.42 F12 - CLEAI F13 - HELP 1.43 1.71 * FRODUCTION-NBR: 745216 - RCC: FSK LER A I 812 OR22692: MORE RECORDS ON FILE 001 001 001 201 74521A RESOR MNPRB 3 JA 74521A RB511 MNPRB 3 JA 74521A RB512 MNPRB 3 JA 74521A RB512 MNPRB 3 JA 74521A RCSOZ MNPRC B UP 74521A RCSOZ MNPRC B UP 74521A RCSOS MNPRC B UP F4 - LIST LBR-STD F5 - LIST NEXT LBR-STD % - 7 ⊒ ນ Ţ RCS12 MNFRC WCOO1 MNFGW WDOO1 MNPBD MNPGW RCCOUNT MNFRC RCS10 MNFRC RCS11 MNFRC RCC OP'N 74521A 74521A 74521A 74521A 74521A 74521A LIST BY: 74521A 74521A 74521A QR2069

89/10/26 12:00:51 SF16 ~ LOGOFF F16 - RETURN DATE: F12 - CLEAR SCREEN 8-STD F13 - MELP 08 ON FILE' - PRESS F5 TO CONTINUE LABOR STANDARD RECORD REVIEW DA # PRODUCTION-NEW: Z45218 F4 - LIST LBR-STD F5 - LIST NEXT LBR-STD GR22692: MORE RECORDS ON FILE LIST BY: **CR2069**

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73336 7331 7338 7338 9128 4088 4088 8348 8348

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SF16 - LOGOFF F16 - RETURN F4 - LIST LBR-STD F12 - CLEAR SCREEN F5 - LIST NEXT LBR-STD F13 - HELP OKL. J93: E10 JF SELECTED DATA HAS BEEN REACHED DATE: 89/10/26 12:01:58

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END ITEM RECORD

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LABUR PRODUCTION-NER: RCC:	4.	RCC	MNPWW A	MKPRW 6	MNPGP	MNPGW	MNPMG	MANANA	MNPRB
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QR2069 LIST BY:		PDN	17575A	17575A	17575A	17575A	17575A	175754	17575A

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F4 - LIST LBR-STD F12 - CLEAR SCREEN F3 - LIST NEXT LBR-STD F13 - HELP QR22693; END OF SELECTED DAIA HAS BEEN REACHED

F16 - RETURN SF16 - LOGOFF

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* MIC CONTROL RECORDS:

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BLDG 505/507

CSA BRAKE ASSEMBLY

BILL OF MATERIALS

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BLDG 505/507

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30-Oct -89

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AL=ALUTIAUM
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CSA BRAKE ASSEMBLY BILL OF MATERIALS 156984

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30-Oct--89

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BLDG 505/507

CSA BRAKE ASSEMBLY

THE

BILL OF MATERIALS

156984

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BLDE 505/507

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ALPACUPINUM
NG=NAGNESTUM
TITA=ITANIUM
SS=S STEEL
SYM=SYMPETIC

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LUNITS!UNITY!VELD!SCRAP PART HIG : REV :EFFECTIVITY!TED+ ORD | PENDING : PEN Ē A-10 MLG BROWE ASSY BILL OF MATERIALS 15752A 48:E4SLIMSERT, O.S. (REPAIR DNLY) :6
.... 74P LOCK INSERT, O.S. (REPAIR DNLY) :6
....HOUSING NOMEDICE ATURE :. INSULATOR, DISK THERMAL I. PACK ING, PREFORMED :. PACK ING, PREFURPED : PACKING, PREFURNED : RETAINER, PACKING :...HOUSING, ASSY :...INSERT, THREADED :. RETAINER, PACKING I. PISTON, BRAKE :. RING, SCRAPER ... MASHER WENDON WENDON 73842 73842 90696 197820 197820 173842 173842 90696: 96906 3340008292141 3340008140267 3340006140267 3340006165017 1630010135918 5330005841038 53300,0134445 (3305009932463 (5310001411795 1630010676053 3330005318441 1630/10260044 5330010134437 :5330010389587 STOCK STOCK PART ALTERES :5002454 :MS21209F4-15 5003107 18228775-213 1513122-213-1 1511065-4020 15003113 15003114 1853207-279 :500:656 :MS28775-019 :98258L :MS35914-110 :5002452 AMP60-416 CODE :

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N.S.L.

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STL-STEEL
AL-ALUMINUM
MAG-MAGNESIUM
TITA-TITANIUM
SS-S STEEL
SYN-SYN-FTIC

33.4

FE16170 F-10-32 A0110N 3 TRANTSCRAIT YELLONG ARE CERET MIC CIRCLY SETSOTIVITY ORGANISHOUS FRYOND CERETON SETSON 10 A (* * * 3) 5 5 5 5 **8 5 5** 197153 : BRACKET 197153 : ARDTOR DISK AND LINING ASSENBLY 15 197153 : STATOR DISK AND LINING ASSENBLY 197153 : TOROUE PLATE AND LINING ASSENBLY 198906 : RIVET 197153 : LINING, SEGNENT 2007 .. PRESSUKE PLATE AND LINING ASSEMBLY ... BUSHING MOUNTING FOLT HOLE ... MABHER, SHOULDER (BUTTON) NOMENCLATURE ... PLATE, INSTRUCTION .. PISTON HOUSTING ASSY . PACKING, PREFORMED ... HOUSING, ADJUSTER 96906 ...RIVET 94153 ...LINING SECHENT 97153 ...PLATE, PRESSURE 96906 ...CAPSTREW SEGRET PULTIFUE DIS .. RETAINER, PACKING ... HOUSING, ADJUSTER I. BLEEDER SCREW ASSY .. ADJUSTER ASSEMBLY .. INSERT, HELICOTL ... RING, RETAINING .. BUSHING, SLEEVE .. BUSHING, SLEEVE .FITTING, REDUCER .. PLUG AND BLEEDER .. SPRING, HELICAL .. RING, RETAINING ... TOROUE PLATE .. RING, SCRAFER .. RETAINER . INSULATOR PACK ING FACKING .. WASHER .. PISTON . MASHER : SLEEVE 1. SLEEVE ...P. VENDOR 197153 197153 121849 90696 90696 197153 197153 197153 197153 197153 :97153 96906 90696 :97153 07.876 97153 97153 :79136 :97153 97153 :97153 90696 88044 197153 36906 :97153 90696 :97153 16300012: 4037FA 1630002334824 3120007&36280 3360001811406 1630001274038 5340007217653 1630004100858 15306004642639 5310001499146 1630001274036 :163006800342 5310002291236 1630001274039 5310001359648 5365002524735 11630004608183 5205007208429 5210000453296 1630009208176 .533000Buse 794 5320002334824 :1630004223003 530500983ee52 1620301274041 5330005797927 :1630001260812 5330006413763 :5265005307957 11630001300528 12120008719258 1630001200993 5315064991497 9905000743320 1630004808183 1630005168297 1630005168438 53656-2892191 :5330002411211 STCC) NUMBER 163000410353 163001274042 N.S.L. ₹.S.L. .N.S.L. N.S.L. :MS21250H06018 156-612 174-579 INS16624-1143 1274-17 1266-28-3 18521209F1-20 :\$11065-17-1 :115-162 :MS28775-221 264-15 (MS20427-608 (244-307 (184-123 (164-123 (153223 (MS20427-608 107-240-3 1M5000-137MF HS28775-225 1148-182-2 1134-49 1244-306 PS16998-29 MS35256-60 :N.P.L. :260-439-3 260-454-1 26-214 26-617 26-192 40-509-1 20-280-2 50-333 260-333 8-877828M :244-307 :93-394-2 AND 204-1 AN-335-10 :80-506 :54-259 :77009 ANG: 4-BL A155-1 ROUTED 1.LOW LEVEL! 900 Ē

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STL-STEEL
AL-ALUMIAN
WG-MGGESTUM
TTIA-TTTANTUM
SS-S STEEL
SNW-SYNTHETTC
LD-LEAD

A7D MLB BRAKE ASSY

BLDG 505/507

BILL OF MATERIALS

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NOMENCLATURE	
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NOPENCIATURE	97133 :.F1TTING, REDUCER 197133 :.PISTON HOLSING ASSY 196906 :INGERT, HELICOLL BBUSNING FICHTING BOLT HOLE 197133 :HOLSING 188044 :PLUS AND BLEEDER 196906 ::PACKING, PREFORED
PART STOCK VENOR NOMENCLATURE	FITTING, REDUCER PRITON HOLSING ASSY L. INGENT, HELICOLL L BUSNING MONTING BOLT HOLE L HOLSING I. PLUS AND BLEEDER L. POCKING, PREFORED L. FITTING, REDUCER
STOCK WENGOR NOVENCLATURE NUMBER CODE	1730001274040 17133 FITTING, REDUCER 18.5.L. 17133 FITTING, REDUCER 18.5.L. 17133 PISTON HOLSING ASSY 15340007217653 196906 1BUSNING MOUNTING BOLT HOLE 18.5.L. 17133 1HOLSING 17133 1HOLSING 17133 1HOLSING 1735000003269 176906 1HOLSING 173000003569 176906 1HOLSING 17300003369 176906 1HOLSING 17300003369 17333 1HOLSING 173300003369 17330003369 17330003369 17330000369 1733000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 17330000369 173300000369 173300000369 173300000369 173300000000000000000000000000000000000

30-Oct-89

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MG-MGGESTUM
TITA-TITANIUM
SS-S ST.
SYM-SYNTHETIC
LD-LEAD

BLD6 505/507

F-106 PLE BRAKE ASSEMBLY

BILL OF MATERIALS

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_	LON LEVEL		: STOCK	ADDGA	NOMENCLATURE	UNITS	UNIT:YIEL	LD:SCRAP	PART ::	TIC : REV	ä	TY: TECH ORD		: PENDING :	PENDING	
Ē	3	WHEE.	NUMBER	36 50 		<u> </u>	OF :RATE	E IFACTOR	TYPE !!	PER 1 OF 1RATE 1FACTOR:TYPE 1000E:LEVEL		%		727	AFT0 22	
				<u></u> .		HSSV (MEAS)	FEAS.	 .	18,0 C	 .	: DATE	NUMBER	ACTION	: ACTION :	ACTION	
	۰	151804-7	1410001451020	700	BOAKE ACCERD V			 -		 						
ST.	: :3	H521242-6	5310008101786	90696	LANT SELF-COXING		 5 <u>5</u>				- - -					
ST		1148347	5310005589851	200	WIT.SELF-LOCKING	9				8						
5		12257624	531000887514	73942	.NUT.SELF-LOCKING	9	E			0					- •	
5	-	1M6542M12-8	5710005509476	180205	. H09458	9					. <u>-</u> .					
!	: ::	131804	1630006712838	122	PRESSURE PLATE ASSENDED	: : =	 5 5	- 								
	~	327109	16,30007113077	1828	I INIME CERMETALITY	2	-		·							
		150474		•	DI ATE DOCCESOE	: - ! =	 S									
	• ·	1,0000	14.3.L.		remiter	- :	 t								_	
	7	99094	165000662548/	3 220	I. PROTENER	711	 55				••	••	-	-		
	<u>:</u>	151807	1630006712840	3236	I. BACKING PLATELLINING ASSENBLY	=	 55									
		527109	1630007113077	2828	LINING, CERMETALLIC	112	 55						_			
	2	146588	:1630006623487	32284	:FASTENER	12	- 53						_			-
	2	151194	.N.S.L.	•	:PLATE, BACKING	=										•
	==	1149852	:1630003417076	155284	I, ROTOR GEBRENT ASSENDEN	±	 55			-		_	_	_		
	7	1149853	. N. S. L.	•	19º10ER, TORQUE	=								-		
		149397	1630006468825	25284	STRAP.ROTOR	112	 55						-	-	•	
	2	:149398	N.S.L.	•	RIVET.SOLID	=										_
	~	149854	. S. L.	•	ROTOR SEGRENT	· ·									. •	
	: -	M-C700A1	14 7000 741 7074	97070	DOTTO SCREDENT ACCOUNTY	? =			 	ā						
		148595	16,1000,101,11	100	POTTOR ASSENDENT ASSENDENT DESIGNATION	 ! .	5 2									
	: -	1.51DM	070717000711	1000	CTATO DI ATE ACCION V	: :	 5 5				- -					
	-	1131803	75071 (000051)		I THING CERMETALITY	2 5			 							
	: :	11,0503	LOSALOTOMOCTS:	1000	CASTONED CONTRACTOR	3 9	 5 5				- -					
	7	15:170	132000307430V	9700	STATE STATE	 : :	 5			• -						
	: :	12605116			CARRIER ASSEMBLY	: ::										
		7926364-03	1620010873425	98747	L. RESLING (1ST REPAIR)	10 48:54	 E		·							
	7	7976364-05	1620010897283	198747	BUSHING (2ND REPAIR)	9				a	. . -				-	
		150832	N.S.1.	0,6849		9	 i			_	- - .					
		2605115	N.S.L.		CARRIER	: ==			·							
Ę	-:	1150474	11930009308271	135284	I. SLEEVE, STATOR DRIVE	01:	 55						_		•	
	::	1145380	:N.S.L.	•	I.NUT SELF-LOOKING								_			
E,	=	HS21045-7	12210002749364	90696	:.NUT,SELF LOCKING	<u></u>	 S			8					_	} _
E,	: :	: N#960-716	:\$310001670822	408	I. MASHER, FLAT	<u></u>	- 5								-	
Ę	-:	120467	5307006315476	100 E	I. BOLT & PIN ASSENDLY	<u></u>	 5		-	 - -		_	-		-	_
	2	:909141K1	.N.S.L.	•	:PIN,SPRING	=										
5 1	2	1150468	:N.S.L.	•	1BOLT, DRIVE SLEEVE	=										
ST	::	150469	15360006315477	35284	:. BOLT & PIN ASSENBLY	~	 55									
	2	:909141K1	:N.S.L.	*	PIN,SPRING	==						_	_			
:ST	:2	1150473	:N.S.L.	•	: BOLT, DRIVE SLEEVE	=			_							
1 5	. :	1132906	:5365004394284	94890	. PLUG, MACHINE THREAD	23	 55								•	
	::	:MS28778-4	.N.S.L.	19804	. PACKING, PREFORMED										•	
	::	161974	:N.S.L.	:06848	. PACKING, PREFORMED	2				N						
	==	HB24465-132	15315010276616	90496	PIN, COTTER	=	 		·						-	
is.	=	150479	:1630006312157	106848	: HOLDER, SPRING	.	 EA				_					
Ë	- :	1149304	5310003325647	94890	HOLDER, SPRING	 	EA			975						
ST.	. :	:149372	:5360003399783	25284	: SPRING, HELICAL	*	 55								••	
83	: :	1150484	:N.S.L.	•	:.RING, RETAINING	•						-				
ĸ	-	.D014/c	しをします。すいがらずんき。	19400	Bisin Bortheiner	-	٠ د	-		ā	-	-	-	-	-	
												-				

30-Oct -89

STL-STEEL
AL-ALUFINAM
MAS-MAGNESIUM
TITA-TITANIUM
SS-S STL
SYM-SYNTHETIC
LD-LEAD

F-106 MLG BRAKE ASSEMBLY

BLDG 505/507

BILL OF MATERIALS

15107A

ROUTED	CON LEVEL	PART	STOCK	- VENDOR	NOMENCLATURE	HITS:UNIT:	76031	CRAP : PA	UNITS:UNIT; YIELD (SCRAP) (PART (NIC) REV (EFFECTIVITY) TECH CRO	V :EFFECTIVI	TY: TECH 080	PENDING :	PENDING:	PENDING
- 15E	S	NUMBER	NUMBER	3		FEB : 05 ::	TATE 1F	ACTOR: TY	PER ; OF :RATE : FACTOR: TYPE : CODE: LEVEL;	EL: CONTROL	90	103	 22	AFT0 22
	-					IASSY INEAS!		 	: "B,C: :			: ACT10N :	ACTION :	ACT TON
-				-			-	1					İ	
Ę,	=	:241-52-44-063	5310000846347	43999	I. WASHER, ADJUSTER			_	_ '			_	-	_
	=	1149368	1820003244781	1222	I. ADJUSTER ASSEMBLY	±			 					
88		:149369	:N.S.L.	•	:SLEVE									
	2	:149370	.N.S.L.	•	CLAMP & SCREW ASSEMBLY									
:ST.	2	1148116	IN.S.L.	*	SCHEM, CAP									••
: BRASS	۲,	1149371	. K. S. L.	•	CLAMP. ADJUSTER						•-			
ES.		153864	5310008226583	25284	SPACER, ANJUSTER	43:					•			
Ę	: ::	1150477	5306006312156	28284	. PIN. ADJUSTER	45								•
g	-	150466	- S- 22	•	SAME RETAINER	· ·	-							• •
3 5	::	136	1677 601 4 4701 47		The second secon	2 2								• •
8 .	: :	17.00 E	001001100000	007/1	LANGUAGE HINCH	5 5			 					
		2000	0/780000000	2	Language Control	5			!				•	-
		17/1092	1630006308269	275	I.P.S.CW ASSENDE.Y	5 9	-	-				-		-
•	2	:2601747	. N. S. L.	*	1 SCREW, INSULATOR	 								••
	2	:150463	. S. F.	•	: COVER. INSILATOR									
		150462	. S. F.	•	INSILATIR. PISTON		-						•	
		5771072	- U	•	DISTON C. INCCOT ACCOUNTY		-	. .			. -			•
		7.133			A CONTACT STATES TOTAL					. .			• •	• •
		18751	N. S. L.	•	SOREM INTERNI				. -			·-	••	
••	r:::	:MS21209-F1-15	.N.S.L.	*	SCREW THREAD INGERT				 F					
	۳:::	:2601746	:N.S.L.	•	PISTON									
		1150458	163006308269	35284	I, PISTON ASSEMBLY	16 1EA 1			EUS:	_	_	_		-
:ST.	:2	12601747	:N.S.L.	*	1SCREM, INSULATOR	-							-	_
88		150463	.N.S.L.	•	COVER, INSULATOR	-							-	
N.S.		:150462	:N.S.L.	•	INSULATOR, PISTON	==								
		:2601745	:X.S.L.	•	PISTON & INSERT ASSEMBLY									
		182341		•	SOREM THREAD INSERT		-					-		-
		PI-13-0VC1C0#1	-52	•	COPCH TUDGAN INCCOT	· -	-	-	Z					-
	? *	21-1-1-17	1 -	:	· OTCION									
¥ .	?::	04/1097	in. 5. L.		Platte	_ :		. <u>-</u>		· - .			
	-	BIZSI9C:	\$3\$AC\$0100\$\$C:	00048	S. PACK INS. PREP URINED	<u>.</u>	-		. .	·-	- -			
•••	:	151436	5365004334687	222	. BUSHING, THREADED	16 AR EA			 				_	
_	=	INSCRITTS-223	13330001716649	90496	I. PACK ING, PREFURNED	BE ES						 		
<u>æ</u>	. :	:149168	.N.S.L.	•	PLUG, MACHINE THREADED	 SE								
	Ξ:	149169	11630003417067	55284	:PLUG,PACKING	3. AB: EA						••		
	 	:361510	5230010329490	:06848	:PACKING, PREFORMED	:5 ARIEA ::								•-
:ST	-:	::47591	15340003704982	222	ADAPTER, BRAKE INLET	1 154 1								
		B-S-100-009:	33306014934	83259	: GASKET, COPPER	12 159				•				
:ST		148131	5315005887169	35284	PIN. GROOVE	<u> </u>								
		: MS9048-268	5315006165038	90696	PIN.SPRING	110								•
	-	:909ZZ0K1	INOT STOCK LISTE	TED: 06840	PIN SPRING				INI					
	1::	:MS9048-173	:5315006311320	90696	PIN.SPRING	110		-	-					-
••	-	:909176K1		TED: 06840	PIN, SPRING				וצל 					
••	: -:	40726		:0684B	DECAL, MANE PLATE									
		810257	1769005151426	35284	1. DECAL CERAMETALLIC	43			. . .					•••
. . .	-	149207	MOT STOCK LISTED:	•	L. DECAL AUTOMATIC ADJUSTER	: -:	, <u>-</u> .			.		·	·	-
- •	: :	.14946	WIT CTUCK LISTED	•	TOCK DECEMBER				- - 					
	<u>:</u>	147400	AND STUCK LISTE		i. DECAL, FREUMINI	-	-							-

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39K

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BLDG 505/507

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STEEL
AL-ALURIAUM
NAC-MAGNESIUM
TITA-ITAMIUM
SS-S STEEL
SYN-SYNTHETIC
LD-LEAD

852 MLG BROWE ASSY

BILL OF MATERIALS

150684

* VENDOR

STOCK NUMBER

PART NUMBER

HOUTED !LOW LEVEL!

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IUNITSIUNITYTELDISCRAP PART HIG : REV EFFECTIVITYTECH ORD : PENDING : PENDIN ř. Př. ...BLSHING, MACHINE THEED I...PACKING, PREFORMED I...PACKING, PREFORMED I...PACKING, PREFORMED 0.S. I. DECAL, FLUID
I. DECAL, WMEPLATE
I. DECAL, MANIAL ADJUSTER
I. GASKET, CORK
I. PLUG, SHIPPING NOMENCLATURE

13330004024876 133384 133350071455991E 133384 13335002543799 198934 1333000254378 133284 1749000256433 133284 17490002879484E 133284 175642 13330002879484E 133284 134514

1174522 1151428 12400344 11628775-222 17027448-01 1147531 140726 12600764 649197

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11604-78

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30-Oct-89

STL-STEEL
AL-ALLINIAN
ING-MAGIESIUM
TITA-TITANIUM
SS-S STL
SYN-SYNT-ETIC
LD-LEAD

F-106 MLB PRESSURE PLATE BILL OF MATERIALS 15621A

BLDB 505/507

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	١	151804	1.3	0006712838	12.28	PRESSURE PLATE ASSY	<u>!</u> =		<u> </u>	<u> </u>	<u> </u>	 	Ì	j		<u> </u>	Ī.
	: 3	901/221	3	1630007113077		I.LINING, CERANTALLIC	: 2 :	<u>.</u>	. - –			·
	33	1146288	1163	630006623487	30284	FASTENER	112	_ <u>হ</u>	-								

STL-STEE.
AL =ALUFIANT
ING=MADE(STUP)
ITTA=TITANIUM
SS-S STL
SYM-SYMFTIC

F-106 PLG BRAKE ASSEMBLY

BLD6 505/507

SE PER L

BILL OF MATERIALS

15107A

BLDG 505/507

F-106 PLG BRAYE ASSEMBLY

BILL OF MATERIALS

STL=STEEL
AL=ALMINAT
NG=WBAESIUM
111A=111ANIUM
SS=S STL
SYM=SYNDETIC
LD=LEAD

8-11-PS

153654

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10.472-44-043 13.000004444 14799 148600	٠ ي				NATIONAL MINE		1	75	TIRO TVDE	ָ בַּיִּבְּיִבְּיִבְּיִבְּיִבְּיִבְּיִבְּיִב	֓֞֝֜֝֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֡֓֓֓֓֓֓֓֡֝֓֓֓֡֓֡֓֡֓֡֝֡֓֓֡֓֡֝֡֡֓֡֓֡֡֝֡֡֝	Cauton		104		
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149796 145000000000000000000000000000000000000	::	12N1-52-44-063	:5310000846347	43999	I. MASHER, ADJUSTER	<u>*</u>	 S									
119979	::	.149368	11630003399781	\$52B	I. ADJUSTER ASSEMBLY	<u>*</u>	 5			 <u></u>						
119370 14.5.L.	2	:149369	:N.S.L.	•	:SLEVE											•-
11977 11977 110000272403 12794 120045 110045	2	1149370	IN.S.L.	•	: CLAMP & SCREW ASSENDLY	Ξ										
1157844 1510046 1	···	1148116	:N.S.L.	•	1SCREH, CAP	==										
1159047 11500471.56 127294 1576741.8TR 15 15 15 15 15 15 15 1	7::-	1140371	.N. B. L.	•	1CLAMP, ADJUSTER	=	_	_		_	-		_			
15947 155046 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15044 15054 15044 15054 15054 15044 15054 150	-	12784	5310008726583	78.07	SPACER, ADJUSTER	*	5									
15046 1755 152501450135 17728 1816, FETRINER 16 16 16 1755 175501445 17728 1816, FETRINER 16 16 16 1755 17550174 11500450249 17528 1816, FETRINER 16 16 16 1755 17550174 11500450249 175504 17	-	TANSI	STOKENATIONS:	48284	PIN ADJISTED	7	4							-	,	
130465 152001450145 1772 1718 18186, FETHER 16 16 16 1718 17200144 1150005/00270 172264 18186, FETHER 16 16 16 17180 17200144 1150005/002629 172264 181816, FETHER 181816 171816 17200144 1150005/002629 172264 181816 171816 17200144 1150005/002629 172264 181816 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 171816 17200144 172	::	110011	100000001	5	orac offerings	: :	 <u>-</u>									
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150443 1530004308279 13781 141874 1518044 1518004308279 1518042 151804	:	8. S	5365011430136	17238	I.RING, RETAINER	<u>.e</u>	 55				 8					
2 1250174 1163006308269 132504 1.P15T0M RSEPIBLY 16 1687 11 11 11 11 11 11 11 11 11 11 11 11 11	Ξ:	130463	:\$330006308270	23284	I.WIPER, PISTON	9	 5	-								
2 130045 N.S.L P. 1.50PE, INSLATOR 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		12401744	14TO004TOR749	ARCPA.	PISTON ASSEMBLY	9	43			-				_		
2 1150442		12601747	1 3 M.		Crock tyck Atro	! =	 ! .			: .	-					
2 12601745 N. S.L PISTON & INSERT ASSENDAY II 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	•	A 17027			Court they also	::										
2 1350442 N. S.L * I. MRLATOR, PISTOR 1 11 11 11 11 11 11 11 11 11 11 11 11	7	386	N. 5. L.	•	CINEK, INSULATOR	=	_	-	_	_	-					
2 12601745		130462	:N. 69. L.	•	i INGLEATOR, PISTON	=	-	-	_	-	-		_	_	_	
130429 1 152241 18.5.L	-:3	:2601745	N.S.L.	*:	PISTON & INSERT ASSEMBLY	==							•-			
15042 18,5.L. 1, 5084 THREAD INSERT 11 1 1 1 1 1 1 1 1	2	152341	.N. S. L.	•	:SCREW THREAD INSERT	=								_		
2 1260746 11.5200630629 153284 1.P15T0N 65SEPBLY 16 1EA 11.150458 11.53006306299 153284 1.P15T0N 65SEPBLY 11.150453 1N.S.L. 1		HS21209-F1-15		•	SCREW THREAD INSERT	=		_			1					
2 12601747 N. S.L P. STORM, INSLIATOR 11 150488 N. S.L P. STORM, INSLIATOR 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-	2401744	- 5	•	PICTUR	: =	. <u>-</u> .	-			 į					. - .
2 150445	:	0000	11,17001,1001,0		DICTOR ACCURA	: :					 2					
2 1260177	:	2000	A97BnConncol	197CC	I. TISIUM ADSEMBLY	9	5	-	-	_	- ·					_
2 1150442 IN.S.L	~:	12601747	. K. S. L.	•	: SCREW, INSULATOR	=										
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